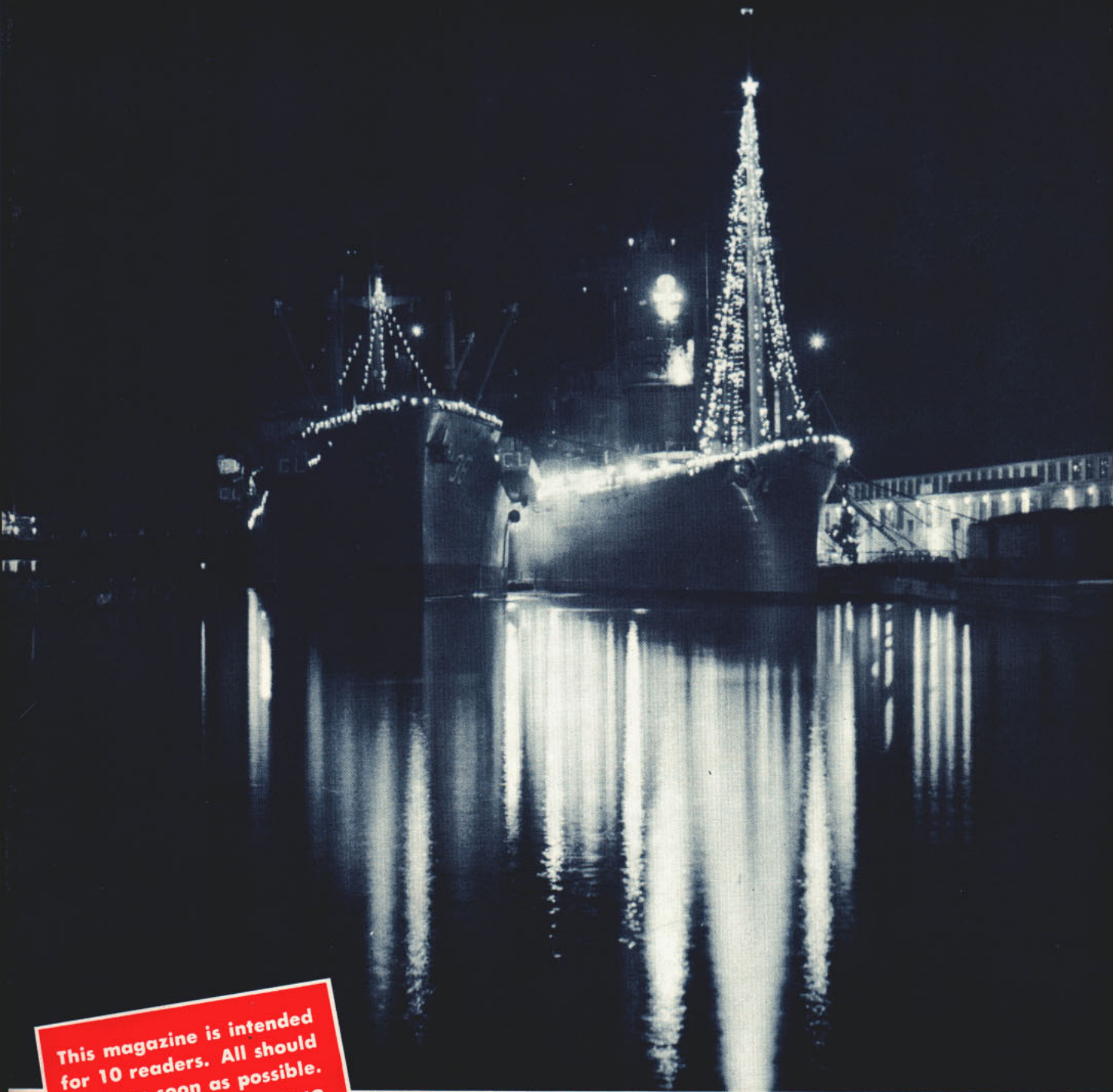


★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

DECEMBER 1965





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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

DECEMBER 1965

Nav-Pers-O

NUMBER 587

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Taffrail Talk

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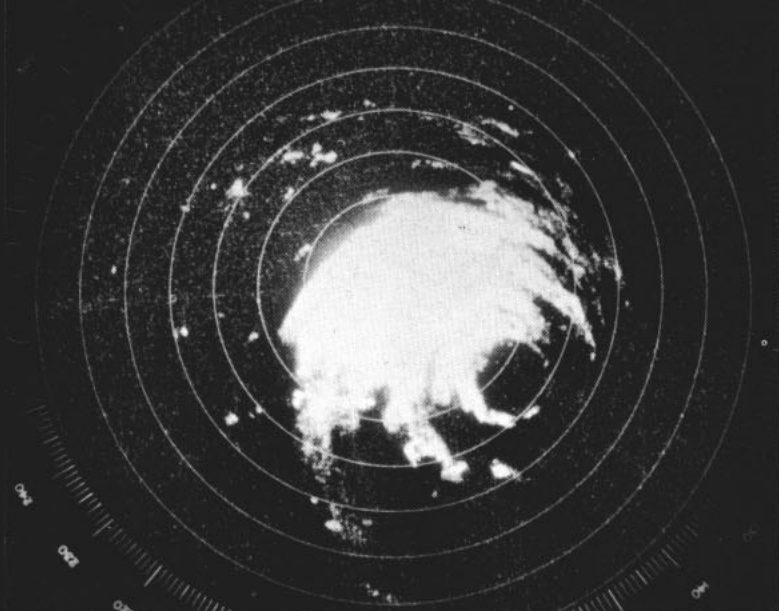
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• **FRONT COVER: MERRY CHRISTMAS**—In port USS Northampton (CC 1) and USS Chilton (APA 38) light up the sky and water while decked in traditional Navy decor for the yuletide season. Similarly lighted ships will add their touch to celebrations this Christmas in ports throughout the world.

• **AT RIGHT: HELPING HAND**—Dale Jayne, MU1, USN, poses with Tak-on Yick, his Hong Kong protege, for whom he furnishes food, clothing and an education through a monthly contribution. Jayne and shipmate Bill Crawford, PH1, USN, who also takes care of a youngster from a large underprivileged native family, ran across their plan during liberty when they inquired what they could do to help the poor children of Hong Kong.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



HURRICANE BETSY looked like this on NAS radar screen. Rt: Pilot boards helicopter for hurricane rescue mission.



CHOW LINE was set up at NAS New Orleans as part of emergency evacuation center. Below: Water reached rooftops in New Orleans residential areas.



Calling

The Navy has earned a reputation for responding quickly in an emergency, whether it be a cold or hot war crisis. But Navymen also perform with the same zeal when nature thrusts a disaster upon a community. The following points up the Navy's performance in such a role.

AFTER HURRICANE BETSY ripped up the southern Louisiana countryside, Navymen and other members of the armed services in New Orleans and elsewhere were busy. For a few days, the Navy activities provided food and shelter for more than 10,000 victims of the storm. And the Navy also played a considerable role in the emergency recovery and cleanup that followed.

Although to the rest of the world, the hurricane is gone and forgotten, those who went through the storm still recall its impact. It was 10 Sep 1965 when Betsy struck southern Louisiana. Winds, which in some places reached 175 miles per hour, leveled whole towns. Flood waters surged through broken levees into large sections of New Orleans and neighboring areas.

Ships were torn from their moorings in the Mississippi and driven upstream by the wind. They crashed into barges, piers and each other.

The crewmembers of the destroyer *uss Hyman* (DD 732) and the training submarine *uss Batfish* (SST 310) worked feverishly as a large freighter bore down on their ships. Both crews

ALL HANDS



RADIO GEAR was in constant use during emergency. Center: Cots are unloaded from plane. Rt: HMs prepare medicine.

New Orleans 366-2311

managed to get their ships out of the direct path of the freighter, but the latter struck the two Navy ships a glancing blow. (After the storm, *Hyman*, in spite of the damage received, helped locate a chlorine barge which had sunk near Baton Rouge. See below.)

If anyone was asleep at the bachelor officers' quarters at the Headquarters Support Activity in New Orleans (phone number 366-2311),

he wasn't after the roof was blown off the building.

As people from flooded areas were evacuated, available emergency shelters soon were filled. Civil Defense and Red Cross authorities, therefore, requested military aid in sheltering Betsy's victims.

THE NAVY opened nearly all of its facilities to the victims. Navymen from the New Orleans Naval Station

and the destroyer *Davidson*, which was under construction, worked many hours in preparation for thousands of evacuees. In doing so they opened 25 buildings which had long been closed and used them for emergency shelters. Before long, they were filled.

The medical department also had its share of work. More than 3000 persons received emergency treatment at the dispensary, while many others received routine treatment in

Navy Sonar Helps Locate Sunken Chlorine Barge Endangering 60,000 People

WHEN HURRICANE Betsy howled through Baton Rouge, La., churning the Mississippi River into a frenzy, she ripped some 200 boats from their moorings, sending several to the bottom and others aground.

The big Miss ordinarily would have no difficulty handling a barge, but one torn loose by Betsy's fury proved to be indigestible.

The barge in question was loaded with four tanks containing 600 tons of chlorine which had been compressed to a liquid and sealed under pressure. After a tally was made of missing craft, the chlorine barge was still unaccounted for and presumed sunk in the vicinity of Baton Rouge. If it were sunk in water shallow enough to pose a menace to navigation, there was also danger that a passing ship might rupture the barge's chlorine tanks, thereby endangering the wellbeing, and perhaps the lives, of 60,000 people.

THE ARMED FORCES were ordered by the President to give all possible aid in finding the barge. The Navy responded by dispatching 20 divers from Washington, D. C., and Charleston, S. C. The Army had 13 divers searching the murky waters, and Coast Guard personnel kept shipping out of the danger areas.

uss *Hyman* (DD 732) which was equipped with sonar was also dispatched from New Orleans, as were three S2 *Tracker* aircraft equipped with MAD (Magnetic Anomaly Detection) gear used in antisubmarine warfare.

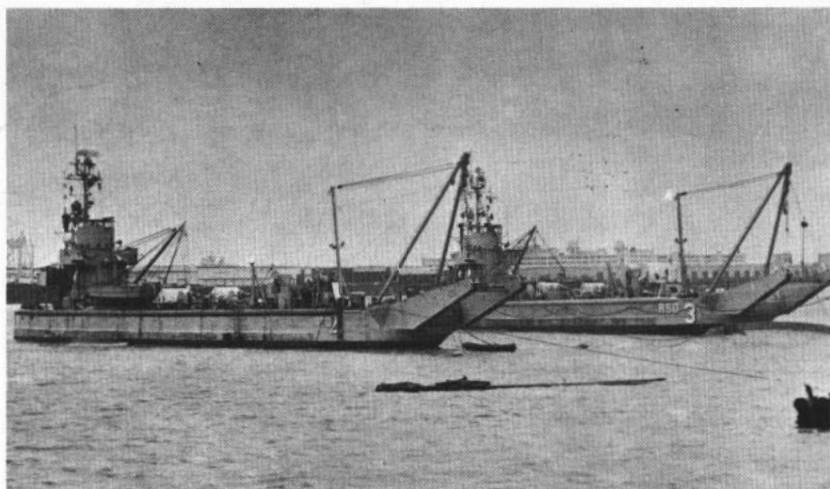
The search was concentrated on an eight-mile stretch of the Mississippi south of a bridge spanning the river near downtown Baton Rouge. The divers were hampered by currents of eight knots and the muddy water of the Mississippi which made it impossible to see anything underwater. Despite the fact that the

chlorine tanks were painted bright red and white, identification of all sunken objects had to be made by feel alone.

After several days of searching, the chlorine barge was located through the combined efforts of the Army, Navy, Coast Guard and civilians working together in the Baton Rouge area. Navy submarine sonar was credited with making the find possible.

The Public Health Service, taking samples of river water downstream from the barge, indicated there was no trace of chlorine in the water and Army engineers set to work on the tricky job of raising the barge without rupturing the chlorine tanks.

The entire operation was a good example of how the military services can work together with local civilian agencies in coping with a situation with the potentialities of disaster.



NAVYMEN help to refloat Coast Guard boats that blew aground. Rt: Salvage ships try to raise sunken Kellar.

the refugee shelters by roving Navy medical teams. More than 4000 persons were immunized against tetanus and typhoid, and 180 evacuees, some in serious condition, were treated in the dispensary as inpatients.

Normally, the dispensary can care for only a handful of bed cases at a time. But the heavy influx of patients made it necessary to open dispensary wings which had not been used since the naval station was operating at full capacity during wartime.

At the evacuation center, more than 100 Navy dependents volunteered their services. A nursery, which cared for 250 babies, was established by the 16-year-old daughter of a Navy chaplain.

In addition, a group of Navy wives answered telephone calls to the naval station chaplain's office, the

refugee relief center. More than 5000 calls were received in four days.

MEANWHILE, 20 miles south of New Orleans, the Naval Air Station had taken on an appearance of wartime destruction. Most of the aircraft had been flown to Amarillo, Texas, to miss the storm, but a few remained.

Some of the remaining planes were parked inside a hangar which received the greatest damage to any single building. A large portion of the cement roof was blown loose and fell on the aircraft inside.

Trees had been uprooted and signs ripped from the ground, and both were strewn over the entire station. Few buildings escaped damage from the 145-mile-per-hour winds.

Some military dependents were housed aboard the air station to wait

out the storm, and subsequently they were moved to the bachelor officers' quarters. Barracks and office spaces in all possible locations were equipped with cots provided by the Red Cross to shelter the evacuees which later came aboard.

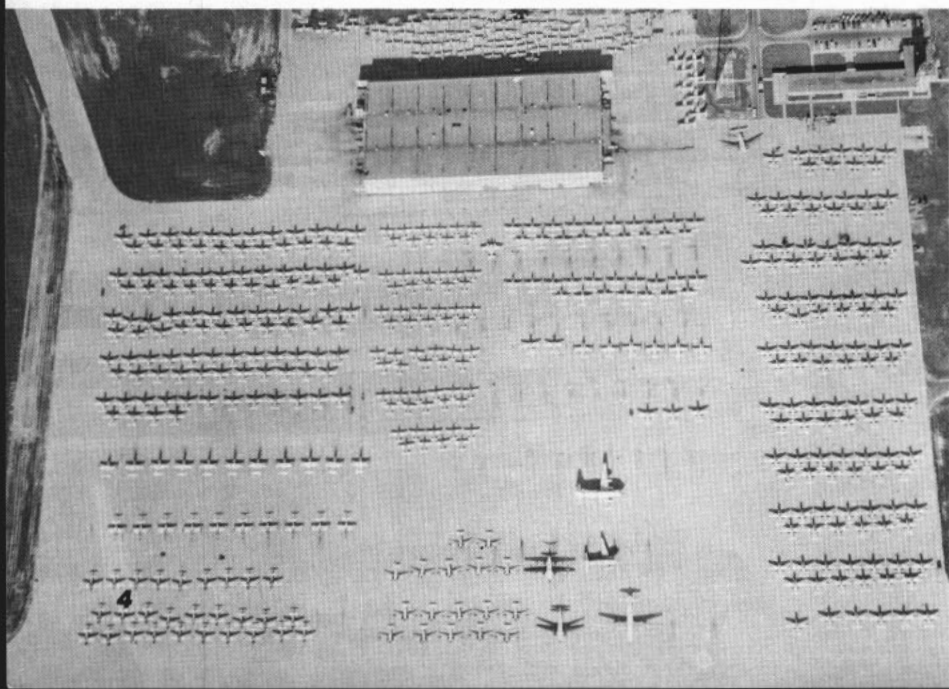
The first day the station was ready for them 22 bus loads arrived. Few had any change of clothing and most were hungry. In addition to the food and shelter needs, the air station supplied the evacuees with services ranging from diaper service to emergency medical facilities.

The air station's medical department set up an emergency clinic and its first major project was to inoculate all refugees and station personnel against typhoid.

Aviation electronics technician 2nd class Donald J. Keretz, USNR, and three other Navymen set up and operated a radio station. Keretz's initiative allowed information to be passed between the NAS Hurricane Disaster Control officer, and the Red Cross. The radio crew also assisted in locating stranded and missing persons, and relayed messages.

Before the storm, Keretz had the radio equipment installed in his car. But realizing there would be an urgent need for communications, he and the other three Navymen moved it to an office space where more power was available.

THERE WERE, of course, many Navy activities participating in the rescue operation. The Naval Air Station at Dallas provided electrical power units and spare helicopter engines. NAS Atlanta provided additional power units and cots. The Naval Air Reserve Training Unit in



Jacksonville came through with more helo engines, and NAS Pensacola aircraft carried many a case of paper plates and eating utensils.

In addition, the Pensacola choppers flew medical supplies and food to the flooded areas of the Mississippi delta. The helos had been requested by the Commander Eighth Coast Guard District, since his area had been sealed off to wheeled transportation.

Some buses had managed their way as far south as Buras, but everything beyond was covered with four feet of Mississippi River.

The Pensacola helos, therefore, supplied these inaccessible areas. Where the aircraft could not land, crewmen were lowered to ask isolated victims their needs and to supply them.

The teams flew the Navy's UH-34G, a training version of the Marines' helicopter in use in Vietnam. The five choppers flew nearly 40 hours and rescued 885 persons while in the area.

Some NAS New Orleans helos also helped with the rescue operations. One of these was lost. After picking up seven evacuees from a high school rooftop, a mishap occurred on take-off and resulted in a crash. Everyone was rescued.

The ships in New Orleans were not missed by Betsy. In New Orleans alone, there were more than 700 government, commercial and private vessels and barges disabled.

AND BETSY didn't spare the Navy, either. Four Navy ships and a drydock were damaged or sunk as a result of the storm. The oceanographic survey ship *uss Kellar* (AGS 25) broke loose from her berth. She went upriver and rolled over.

The mine countermeasure ship *uss Catskill* (MCS 1), which was undergoing conversion, broke loose and went aground in the New Orleans Industrial Canal.

The missile range ships *Huntsville* (TAGM 6) and *Watertown* (TAGM 7), also undergoing conversion, broke loose from their moorings, and went aground three miles upriver. Both are scheduled to be used as re-entry ships for the *Apollo* space program.

Perhaps the Navy's single most expensive salvage operation involved raising the floating drydock AFDM 2. A commercial freighter was docked inside, but had broken loose before the drydock sank upside down.

To assist with the salvage operations, three Atlantic Service Force ships, all from east coast ports, were underway for New Orleans within a matter of hours after Betsy had struck.

The fleet tug *uss Salinan* (AFT 161) from Key West, Fla., was the first of the three ServLant ships to arrive in New Orleans. Her first day was spent freeing the 7500-ton *Catskill*.

The next day, *Salinan* turned her attention to a grounded freighter which she pulled loose in two hours.

Meanwhile, the salvage ships *uss Salvager* (ARSD 3), from Norfolk, and *Windlass* (ARSD 4), from Davisville, R. I., arrived in New Orleans and teamed their efforts on the survey ship *Kellar*. The two salvage ships righted, patched and refloated the vessel. The entire process took several weeks.

ONCE THIS WAS completed, *Salinan* salvaged several Army barges and two Coast Guard patrol craft.

In nearly any emergency where it becomes necessary to evacuate families as in Hurricane Betsy, some in-

evitably become separated. Of course, most are separated only for a short time. But this was not the case for Mrs. Alvin Clark and her two-year-old son Alfred.

After he was rescued, Alfred was placed in custody of the Red Cross. Several vain attempts were made to locate his parents, and finally, he was placed in a home for children in New Orleans.

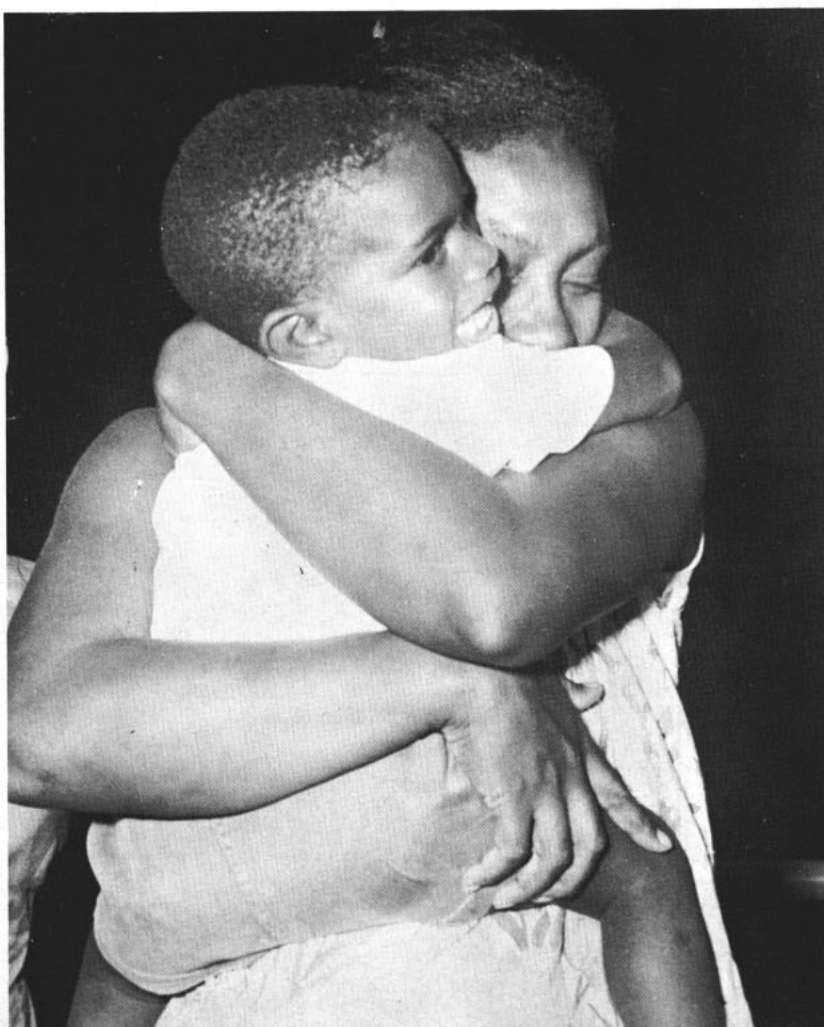
Meanwhile, Mr. and Mrs. Clark and their other three children were evacuated to the New Orleans Naval Air Station. Attempts were made to locate Alfred from that end, but to no avail.

Finally, after nearly two weeks of looking, Mrs. Clark received word that an unidentified little boy fitting Alfred's description was at the children's home, and that he would be brought out to the Air Station. Needless to say, it was an anxious wait for Mrs. Clark.

As a car pulled up outside, Navy-men, Red Cross workers and volunteer Navy wives all crossed their fingers. Mrs. Clark rushed outside and returned hugging her son.

—Jack Ramsey, J01, USN

HAPPY MOTHER hugs son as they are reunited after two-week separation.





NOEL—In port Navy ships show their Christmas 'colors.' Rt: Caroling at sea aboard USS Lake Champlain.

Deck the Bows with Yuletide

HERE COMES SANTA CLAUS—via helicopter, parachute, high line, jet, bugsmasher, liberty boat or any other means which strikes the PIO as apropos. Sometimes, for variety, the old boy uses a sled.

It's as Christmas as holly and as Navy as Halsey. It's a tradition. It's the Christmas party, given by many ships and stations during the yuletide season for underprivileged children of all nationalities.

This particular tradition has an obvious origin. Christmas is for everyone, but mostly for youngsters, and the U. S. Navyman has always been a soft touch for the pint-sized bunch. As a result, if past years are any indication, early December will see many Navy men wrapping toys, scrounging for movie cartoons, bend-

ing the cook's ear for cookies and ice cream and fastening streamers and balloons to mess deck overheads.

Navy men often go to great lengths to insure the success of Christmas festivities. Take, for instance, the case of Airborne Early Warning Squadron One based on Guam.

Back in 1960 the squadron adopted a Korean family of four through the Foster Parents Plan. During the years which followed, the unit provided financial assistance for the three children and their mother, but had never met them.

Then, shortly before Christmas 1964, the squadron was assigned a weather reconnaissance flight into the Korean area. The aircraft left Guam on schedule armed with all the gear necessary for the weather

mission, plus 600 pounds of holiday gifts which are not required, regardless of how you read the flight schedule.

Several days before Christmas the aircraft touched down in Korea. Liberty for the crew? They had a wild time—a party for the adopted family and 70 of the children's classmates.

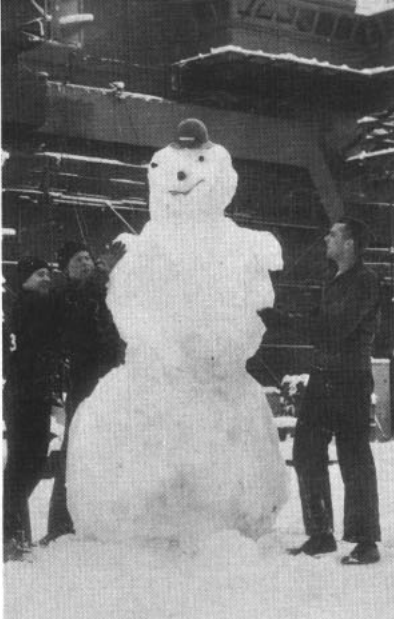
OFTEN, the Christmas parties must come early. On the 25th of December, as on other days of all months, the world situation demands a sizable naval force underway, especially in the Sixth and Seventh Fleets. Even for these men, however, Christmas is almost always holiday routine. The cooks knock themselves out over the chow (roast turkey and papaya, some places) and the recrea-

GIFTS APLENTY—Top billing at Christmas with Navy men is the party given for underprivileged children of all nations.





AT SEA, on shore, Navymen sing.



SEASONAL SIGNS—Snowman on deck of USS *Kitty Hawk*, king-size tree at NTC Great Lakes, and parties for orphans add to Christmas spirit in the Navy.

Holly!

tion councils set up entertainment.

Meanwhile, back Stateside, leave and liberty policies are usually relaxed during the Christmas season—and more than one bluewater sailor will carve the bird back home in the Oklahoma panhandle. Aboard ship there will be holiday liberty, and brownbaggers will be scarce.

About the middle of the month ships operating on the east and west coasts of CONUS pull into port, and those Navymen who do not go on leave begin to add holiday touches to their vessels. Colored lights are strung on masts, Christmas trees are erected on gun mounts, crosses and stars are attached to radar antennas and music is played over the 1 MC.

Now, where did we pack those chinwhiskers? Jon Franklin, JO1, USN



HERE HE COMES—Santa makes his appearance in many ways. He comes on foot, via parachute, and by carrier mule.



DECEMBER 1965



YOU'RE INVITED ABOARD —

From

WHETHER YOU ARE ASHORE OR AFLOAT, you never know when you might run into some interesting sidelight of naval history. From Portsmouth, N. H. (or Virginia), to Houston, Tex., and beyond, you will find incidents of the sea-going days which are full of living history, customs, tradition—and heroism.

For example, back in 1939, *uss Squalus* (SS 192) was making a routine dive off the coast of New England, when she sank in the open sea. After a harrowing, dark and cold wait, the survivors were rescued by *uss Falcon* (ASR 2) in a tale full of courage and in a race against time. (The loss of *Squalus*, of course, has been told many times, including a report in the Special Supplement of the March 1959 issue of *ALL HANDS*.)

Eventually, *Squalus* was brought to the surface, overhauled and re-commissioned as *uss Sailfish* (SS 192). She went on to sink some 45,000 tons of enemy shipping during World War II.

Quite a ship, and one frequently referred to in any history of submarines. If you wish, you can see this fragment of history in the flesh—so to speak—at Portsmouth, N. H., where her conning tower is displayed as a submarine memorial.

IF YOU KNOW WHERE to look, you can find a surprisingly large amount of history about ships such as *Squalus* preserved as memorials after they have served their usefulness to the Navy.

Here's a list of ships or ship mementos you are most likely to encounter. If you happen to be in port near where they may be found, a few hours invested may result in rich rewards.

• *Alabama* (BB 60) is the main attraction at the Marine Park in Mobile, Ala. She had originally been scheduled for scrapping, but was saved from that fate when the state decided to enshrine her as a memorial to all Alabamians of all wars. On 7 Jul 1964, the ship was turned over to the state and is now open to visitors.

• *Arizona* Memorial—Partially submerged in Pearl Harbor, the battleship is a shrine to all those who died during the Pearl Harbor at-

ALL HANDS



WELL-KNOWN—*Arizona* memorial stands over the BB and names of those lost.



NAVAL LORE—Anchor by mast of *USS Maine* in Arlington Cemetery. Rt: *Intelligent Whale* on exhibit. Below: Memorial services on *USS Missouri* (BB 63).



Frigates to Battleships

tack. And today, the specially built memorial flies the flag just as *Arizona* did on 7 Dec 1941. She is regarded as sentimentally "in commission."

In 1950, a simple wooden platform was built over the famed battleship, but it was removed in 1961 and replaced by the present permanent structure.

Platforms extend outward for visitors to come aboard easily. Immediately inside is a small room containing several historical items from the battleship. In the far enclosure you will see the names of all those who died when *Arizona* was sunk that Sunday morning.

- **Balao** (SS 285)—The conning tower fairwater of this World War II submarine is on display in Admiral Willard Park outside the Naval Historical Display Center in the Washington Navy Yard, Washington, D.C.

- **Banning** (PCEC 886)—This patrol and escort ship was in service in both World War II and the Korean conflict. In July 1962, she was transferred to the city of Hood River near Portland, Ore. You can visit this ship

by making an appointment with the Hood River Chamber of Commerce.

- **Constellation**—This frigate is said to be two days older than the Navy Department itself and 14 days older than *Constitution* (Old Ironsides).

In July 1955, she was returned to her home port of Baltimore to be preserved as a national shrine by the Constellation Commission of Maryland. You may visit this ship on the Baltimore waterfront and see a little of what the Navy was like in the beginning years of our nation.

- **USS Constitution** (IX 21)—"Old Ironsides" lies under the shadow of the Bunker Hill monument and a mile from where she was launched about 168 years ago. Today she is a floating museum which attracts visitors from all over the country. Some of the earliest traditions of the U. S. Navy were born on her decks.

- **Flasher** (SS 249)—The conning tower, bridge, shears and periscope of this World War II veteran sub are exhibited at the Submarine Base, New London, Conn. Dedicated as a memorial, it opened 4 Jul 1964.

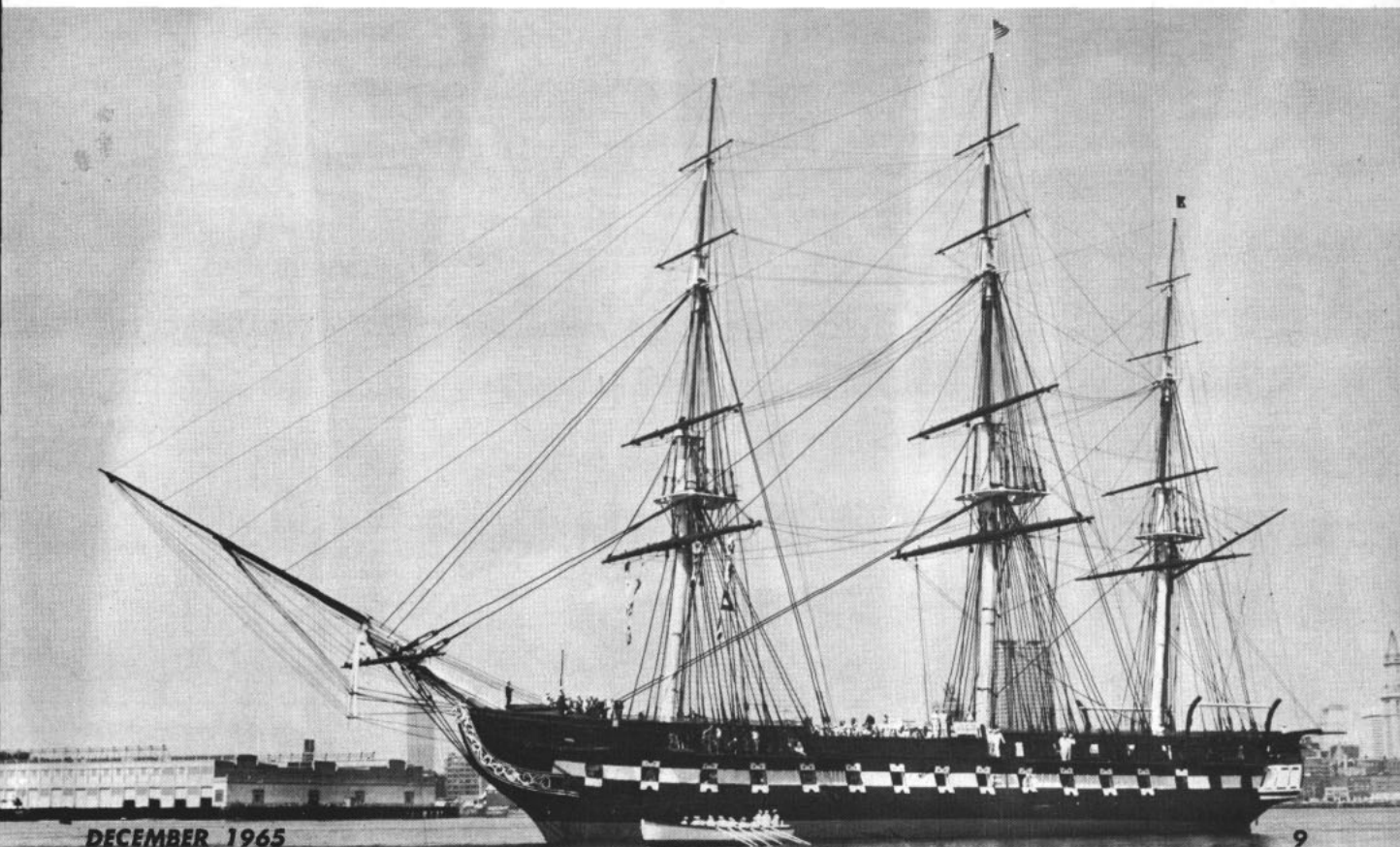
- **Holland** prototype—A one-man submarine, built by John Holland in 1876, is on display in Westside Park, Patterson, N. J.

- **Intelligent Whale** is something of a relic even among old submarines. You can see this old hand-cranked experimental sub at the New York Naval Shipyard in Brooklyn. When the shipyard is closed, she will be moved to a suitable location. *Intelligent Whale* was the last official attempt to develop a submersible until the *Holland*.

- **Maine**—Parts of the battleship *Maine* are scattered in three locations, from Washington, D. C., to Reading, Pa. The mainmast, which was dedicated to her crew, is on exhibit in the Arlington National Cemetery, Washington, D. C., while her foremast is near the seawall at the U. S. Naval Academy, Annapolis, Md., looking toward the Chesapeake Bay. One of her anchors is incorporated in a memorial located in Penn's Commons in Reading, Pa.

- **Massachusetts** (BB 59)—This battleship represented the ultimate in

A FINE SIGHT—*Old Ironsides* never looked better as she took her turn-around cruise this year in Boston Harbor.





LIKE NEW—Tugs move *Olympia* to her berth at the waterfront in Philadelphia, Pa., after she had been restored to match her Spanish-American War days.

naval firepower before the nuclear age. And she is the only battleship built in the Commonwealth of Massachusetts during this century. She has been made a permanent memorial to all war veterans of the Commonwealth, and has just recently been opened for visiting at Fall River, Mass.

- *Michigan* (later named *Wolverine*)—The bow of this first iron warship (a sidewheel steamer) has been erected as a permanent memorial at the foot of State Street, Erie, Pa., (the site of several other memorials). *Michigan* (or, if you prefer, *Wolverine*) was built for the Navy in 1844.

- *Missouri* (BB 63)—The surrender deck of this battleship may be visited at the Puget Sound Naval Shipyard, Bremerton, Wash. On her deck Japan formally surrendered to the U. S., bringing World War II to a close. The spot is marked by a plaque.

- *CSS Muscogee* (or *Jackson*)—Launched in December 1864 at Columbus, Ga., this ironclad Confederate gunboat was captured and burned by Federal troops on 16 Apr 1865. The remains have been raised and are preserved by the Georgia Historical Commission as a Confederate Naval Museum in Columbus, Ga.

- *Niagara* was the relief flagship of Commodore Oliver Hazard Perry in the Battle of Lake Erie (10 Sep 1813). It was reconstructed by the Commonwealth of Pennsylvania and may be visited at Erie, Pa. As you may recall, it was after this victory

that Perry wrote his famous message, "We have met the enemy and they are ours."

- *North Carolina* (BB 55) was the first of the Navy's more modern battleships. She is berthed at the west bank of the Cape Fear River, opposite downtown Wilmington, N. C. Maintained by the State of North Carolina, the battleship was dedicated on 29 Apr 1962 to all who served in the armed services of the United States.

Everything above her main deck is open to the public, including the officers' quarters, examples of the crew's living spaces, combat information center and two of the three turrets from which her 16-inch guns were fired. *North Carolina* earned 12 battle stars during World War II.

- *Olympia* was Admiral George Dewey's flagship in the Spanish-American War. This ship led the Asiatic Squadron past the batteries on Corregidor and arrived off Manila at daybreak on 1 May 1898 to destroy Spain's Philippine fleet. She was restored by the Cruiser *Olympia* Association and is filled with many historic objects. You may visit her at the waterfront in Philadelphia, Pa.

- Confederate submarine *Pioneer* is on exhibit in the Presbyterian Arcade in the Louisiana State Museum in New Orleans. She was the forerunner of two other submarines which were built at Mobile, Ala., one unnamed submarine which was sometimes called *Pioneer II*, and *H. L. Hunley*, first sub to sink a ship in combat.

Pioneer, a two-man submarine,

was built in New Orleans in 1861 to meet the menace of two Union steamers on Lake Ponchartrain. She was built from quarter-inch riveted iron plates cut from old boilers and was completed in early 1862.

She made several descents in Lake Ponchartrain and, during experiments, succeeded in destroying a small schooner and several rafts. However, before she could attack a Union ship, she was sunk to prevent her from falling into Union hands. She was transferred to her museum location in 1957.

- *Portland* (CA 33)—the mast, bridge, bell and other artifacts from this heavy cruiser are preserved in Portland, Maine, in Fort Allen Park overlooking Casco Bay.

- *San Francisco* (CA 38) The shell-riddled navigation bridge of this heavy cruiser is a testimonial to her action in the naval battle of Guadalcanal (12 to 15 Nov 1942). After the battle, she underwent extensive repairs and the bridge was removed. It has since been built in a shrine on Land's End, a 450-foot cliff overlooking San Francisco Harbor.

- *Squalus* (SS 192)—As we mentioned earlier, the conning tower of this submarine (later renamed (*Sailfish*) is displayed as a submarine memorial in the Naval Shipyard, Portsmouth, N. H., where she was built.

- *Texas* (BB 35)—This veteran of two wars is on exhibit in the shadow of the San Jacinto battlegrounds monument near Houston, Texas. She was preserved by the people of Texas in 1948 as a naval museum.

- *Utah* (BB 31)—This battleship had served the U. S. in many ways. She was a target ship just before she was sunk in Pearl Harbor, and had helped make progress in air attack and antiaircraft gunnery. She lies where she was sunk in that attack, and has since been viewed, from a distance, by thousands of Navymen paying tribute to her memory.

She may be seen in Pearl Harbor today on the opposite side of Ford Island from the Arizona Memorial. Partially on her side, *Utah* is turned inshore and lies half submerged near the berth where she capsized.

- *Washington* (BB 56)—You can see a major display of this battleship, including the bell, wheel and other relics in the State Capitol, Olympia, Wash.

IN ADDITION to U. S. ships, you may see several foreign type warships

on display. For instance:

- **German Submarine U-505**—This 740-ton U-boat is on exhibit at the Museum of Science and Industry, Chicago, Ill. She was captured while out at sea on 4 Jun 1944 by the escort aircraft carrier USS *Guadalcanal* (CVE 60) and five destroyer escorts.

- **German Midget Submarines**—Type Seehund II, HU75, which was found in Germany after World War II, is displayed at U. S. Naval Submarine Base in New London, Conn. You will find another at the Admiral Willard Park in the Washington Navy Yard.

- **Japanese Midget Submarines**—The submarine base at New London has two of these two-man subs on display. One was salvaged intact off Cape Esperance in 1943, and the second, used for instruction at the Japanese Submarine School in Yoko-



OFF SHE GOES—*Falls of Clyde* is being towed to Hawaii for restoration.

suka, Japan, has its sides cut away.

Both are 30 feet long, six feet in diameter and displace 70 tons. They carried two 18-inch torpedoes and a 200-pound demolition charge.

Other Japanese midget subs are on display at Admiral Willard Park in the Washington Navy Yard, and the Lighthouse Museum of the Key West Fla., Art and Historical Society.

MARITIME SERVICE of course, always has been closely related to the Navy. You can see several historical maritime ships at the following places of interest.

- **Honolulu, Hawaii**—*Falls of Clyde*, one of the last remnants of the sailing age, soon will become a floating museum in the Island State. In her operating days, she often

North Carolina Is Happy (and Keeps Busy) in Retirement

The battleship *North Carolina* (BB 55) had quite a career throughout World War II. She saw a lot of action, and earned 12 battle stars. But her career came to an end in 1947 when she was assigned to the Reserve Fleet in Bayonne, N. J.

For the next 14 years, she didn't do much except swing at anchor with the rest of the mothball fleet. In 1960, it was decided that she would have to be condemned to the scrap heap—unless the state of North Carolina wanted her.

The state did want her. Through

an extensive state-wide campaign, enough money was raised to buy the ship and bring her home.

It was a day to remember when, in October 1961, the battleship was on the final leg of her last journey. Although it was a mildly foggy day, thousands lined the river banks to watch. By late afternoon, the battleship appeared at the Port of Wilmington.

According to plans, her bow would point downriver, which meant that the big ship would have to be turned around. And since there was only one spot

where this could be done, it would be a ticklish job.

Even though it was evening, there were still a lot of people on the banks watching. All saw the ship slowly turn, her stern hit a floating restaurant, and her bow go aground.

Obviously, it was one of those days. For 30 minutes tugs chugged, and a bulldozer roared trying to pull her free.

At last, she did come free, and *North Carolina* slipped into her berth with no more problems. She has remained there ever since.



BIG JOB—Battlewagon *North Carolina* (BB 55) finds herself in close quarters as she is maneuvered into her berth.



HOMEPORTING—Battleship *USS Massachusetts* (BB 59) moves up the river to become a memorial to veterans.

sailed between the West Coast and Honolulu. Sometimes she carried as much as 19,000 barrels of oil to the islands in her iron hull and returned with molasses. In 1926, she was dismantled and served as a floating fuel depot until 1959. She was scheduled to be sunk at a breakwater near Vancouver, but citizens in Hawaii con-

tributed enough money to buy the ship.

- Jamestown, Va.—You will see replicas of *Discovery*, *Goodspeed* and *Susan Constant*, the ships which brought the first permanent English settlers to America at Jamestown.

- Plymouth, Mass.—A replica of the *Mayflower*, the ship that brought

the pilgrims to the shores of New England, is on display here.

- Chicago, Ill.—A replica of a viking ship is on display in Lincoln Park.

- San Diego, Calif.—*Star of India*, said to be the oldest ironclad windjammer still afloat, is open for visitors. She was built in 1836.

- San Francisco, Calif.—Here you will find two ships on display in separate parts of the city.

Balclutha, a sailing vessel of 1835 tons, was built at Glasgow, Scotland, in 1866. She is often referred to as the "Last of the Great Cape Horn Fleet." Since ships in those days didn't have a Panama Canal through which to sail, they, of course, had to go around Cape Horn. Today, *Balclutha* is restored and docked at San Francisco's waterfront at the Maritime Museum.

Gjoa, a Norwegian maritime ship, was used by the polar explorer, Captain Roald Amundsen, to find the exact geographic position of the north magnetic pole. This ship can now be visited at the beach in the Golden Gate Park in San Francisco.

- Mystic Seaport, Conn.—Here you will find exhibited many interesting ships including whaling ships, schooners, sloops and many others.

This list is hardly complete, but as a history buff, you may find this a good start. If you will take a look around you, you will find many other items of historical interest—which show a little of what Navy life was like 20 years ago or nearly two centuries ago.

—Jack Ramsey, JO1, USN



OLD-TIMER—*Constellation* may be visited on the Baltimore, Md., waterfront. Below: Japanese battlewagon *Mikasa* is an interesting spot in Yokosuka.



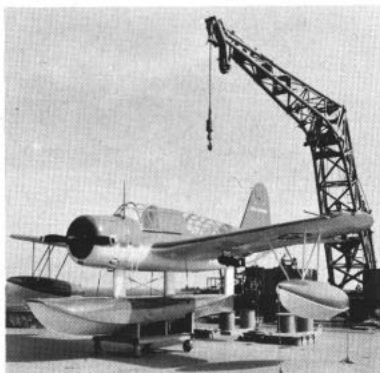
Alabama Begins Second Career Back Home

The history of the battleship *Alabama* (BB 60), at least the first part, is not much different from the story of other heroic ships. She was launched, commissioned, served in the war, earned nine battle stars, and finally, she was retired into the Reserve Fleet in Bremerton, Wash.

That's where *Alabama's* story ended—until a little over three years ago. The Mobile Chamber of Commerce learned of *Alabama's* scheduled scrapping. That was the beginning of her second career.

From the time the idea was first formed, until *Alabama* reached her final destination, there were many problems to be faced. Some were comparable to those the Navy encounters in planning a major fleet maneuver.

For instance, it had already been determined it would cost one million dollars to build the park where the ship would be exhibited, prepare the vessel for its 5600-mile tow, and the first year's operation. And though this seemed something of a bargain to the Chamber of



ON DECK—*Kingfisher* seaplane used for patrol and rescue operations in early WW II rests on BB deck.

Commerce, the price was still a million dollars—a lot of money in anybody's language.

But through a state-wide campaign, the price was met, and *Alabama* soon was berthed in Mobile as the feature attraction of Marine Park.

Those who planned this undertaking from the beginning wanted

the battleship to be complete, even with the type of plane which she used when she was first built. But finding an OS2U-3 *Kingfisher* was another matter.

After nearly a year of looking, one was found in Mexico. Years earlier, it had been given to the Mexican Navy for use as a patrol plane. On Thanksgiving Day, 1964, it was presented to the State of *Alabama* by the Mexican Navy to be placed on board the WW II battleship.

The *Kingfisher* had to be overhauled and some floats added, since this specific plane had been equipped with wheels for land-based operations. The old bird is now complete in every detail with instruments, bombs, rear cockpit machine gun, radio gear and early WW II markings.

Except for catapults, *Alabama* looks just as she did when she was commissioned. These were removed in the mid-1940s and have not been replaced. However, it is hoped that, in the future, this can be done.



ON VIEW—*Alabama* (BB 40) is main attraction at the Marine Park, Mobile, Ala., where it is open to visitors.



LITTLE WHITE FLEET of seaplane tenders rotating as flagship of Commander Middle East Force cover a lot of water.

Here's the Little White

SINCE SHEDDING their initial mission as seaplane tenders, *USS Duxbury Bay* (AVP 38), *Greenwich Bay* (AVP 41), and *Valcour* (AVP 55) have become members of the U. S. Atlantic Fleet Cruiser-Destroyer Force

Rotating duty as flagship of Commander, Middle East Force, they have been dubbed "The Little White Fleet" because of their goodwill duties and their unusual color. With the exception of hospital ships, they are the only ships in the U. S. Navy to be painted entirely white—a radical departure from the standard and traditional "battleship gray."

In an area of the world where the temperature often exceeds 100 degrees, the light color helps reflect the rays of the torrid Middle East sun and thus makes the crew more

comfortable aboard the ships.

This little flagship is always painted and polished within an inch of her life. She is indeed a protocol ship, and she carries a wondrous assortment of flags and pennants for every conceivable ceremonial occasion. All the same, this is a busy and highly useful command, covering an immense and important area.

The Middle East Force is now a component command, being subordinate to the unified command of CINCSTRIKE.

The flagship must rely solely on provisions on board at the time of deployment from the United States and upon mail and special shipments via scheduled airlines for parts, necessary for maintenance. Supply restrictions are so rigid that even meat purchased for a cruise must be

leaner than normal to help conserve limited storage facilities.

Serving as a link between the U. S. and that part of the world, the Middle East Force and its flagship assist in any emergency, whether it is a search and rescue mission or lending a helping hand to people of the free world. The importance of Middle East oil fields in world commerce also makes this area a strategic one in international affairs.

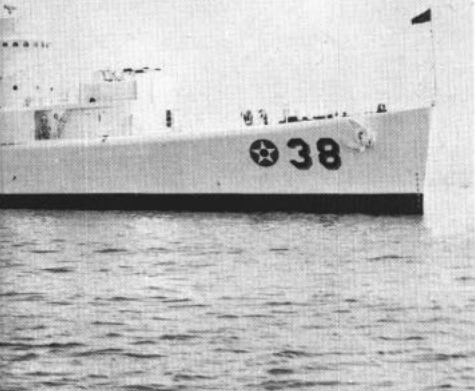
Under the auspices of Project Handclasp, the rotating ships of this command have transported many tons of material to the Middle East. This has included textbooks, medicines, clothing and domestic machinery, such as sewing machines, distributed to needy people through the area. Of course the children are not forgotten; toys and games com-

ON DUTY—Orphans of Mombasa enjoy party. Rt: View from *Greenwich Bay* shows fort at Muscat, Gulf of Oman.

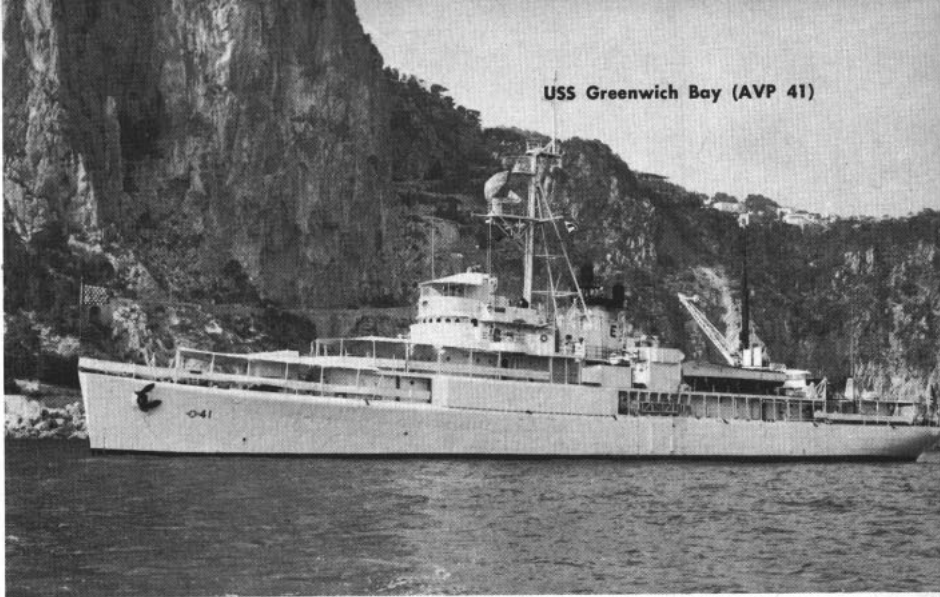


ALL HANDS

USS Duxbury Bay (AVP 38)



USS Greenwich Bay (AVP 41)



MAKING FRIENDS—When on station in Middle East white AVPs hand out good will on a people-to-people basis.

Fleet

plete the Handclasp packages.

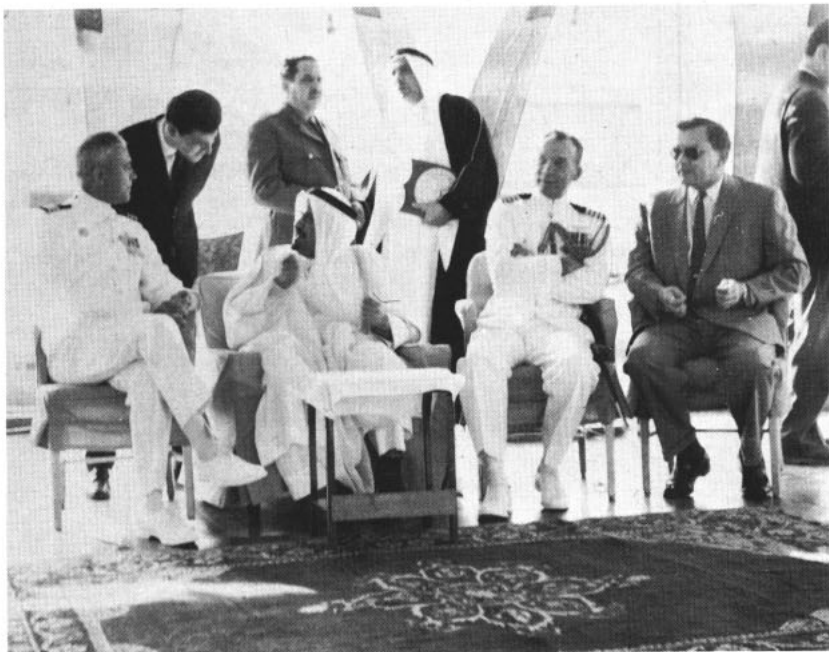
Officers and men of the flagship are constantly involved in assisting in the construction, repair and painting of orphanages and schools, participation in public functions, donating blood, and sponsoring children's parties.

Since the Middle East Force was established in 1949, the three ships of the "Little White Fleet" have played host to thousands of youngsters in more than 100 towns and countries.

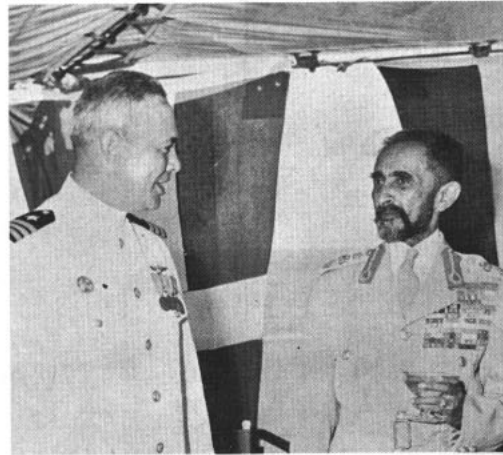
Diplomacy on a people-to-people basis as initiated by the rotating ships of Commander, Middle East Force, is an outstanding example of the "overseasmanship" practiced by the men of *Duxbury Bay*, *Greenwich Bay* and *Valcour*, "The Little White Fleet."

—Ken Orr, JO1, USN

ARAB visitor views Persian Gulf.



ON BOARD—Flagship gets plenty of VIPs. Above: Arabian sheik visits. Below: Emperor Haile Selassie is welcomed and Indian guest enjoys refreshments.





Strike Command keeps ready with exercises. Above: Globemaster delivers truck, paratroopers attack and (rt.) tanks move out.

CINCSTRIKE: A Unified

TOGETHERNESS—liaison is the military word—can be very important. That's one reason why the U. S. Strike Command at MacDill AFB, Tampa, Fla., includes (in addition to 225,000 Army and Air Force men) a small contingent of Navymen.

The unified command handles the rapid deployment of Army and Air Force units, normally based in CONUS, to trouble spots throughout the world. When the global situation is relatively calm the staff plans and executes joint training exercises such as *Swift Strike II*, *Coulee Crest*, *Swift Strike III* and *Desert Strike*.

The Navymen work alongside the CINCSTRIKE staff and stand ready to offer salty advice when needed. The Navy group is headed by Rear

Admiral Forsyth Massey and includes a small number of staff officers, several yeomen, four machine accountants, two stewards, a personnelman, a storekeeper and a photographer.

During one exercise, *Big Lift*, CINCSTRIKE airlifted the entire Second Armored Division and a composite air strike force to Germany in just over 60 hours. Other exercises, called "no-notice operations," are conducted several times a year to test the reaction times of Strike Command units. They proceed something like this:

An airborne battalion, a troop carrier squadron, a fighter outfit and an aerial reconnaissance element are given an alert order—usually at night. The tactical fighters are flown to support bases while the airborne

troops are airlifted to an advanced staging area or directly to their objectives. At daybreak the force makes a simulated airborne assault with close support by fighters and on-the-spot aerial reconnaissance.

The majority of CINCSTRIKE Navymen were not assigned to the command until recently. Most of the Navymen and Marines came into the command in early 1964 after CINCSTRIKE was given the collateral job of CINCEAFSA (Commander of Military Activities in the Middle East, Africa south of the Sahara and Southern Asia).

CINCEAFSA has operational command of a small naval force, the Middle East Force, consisting of two Sixth Fleet destroyers and a command and communications ship (AVP), which operates in the Middle

RADM Forsyth Massey, Chief of Staff, U. S. Strike Command, confers with Strike's Commander in Chief, GEN Paul D. Adams.

Yeoman 1st Class Raymond Berry, USN, checks Strike's personnel files with an Air Force Tech Sergeant.





Strike exercise combines tanks and planes.

Command

Eastern and South Asian waters (see article, page 14).

During CINCSTRIKE exercises Navy men commonly accompany their Army and Air Force counterparts into the field, which makes for some interesting situations.

In the Strike Command's *Gold Fire I* exercise a camouflaged trooper from the 101st Airborne popped out of the bushes, rifle in hand, to confront Yeoman First Class Raymond McCardle. The trooper stared at the Navyman's crew sewn on Army fatigues, finally recognized the Navy insignia and demanded to know what a sailor was doing in the middle Missouri boondocks.

The yeoman explained he was on shore duty. An honest statement—CINCSTRIKE Navy billets are considered normal shore duty.

F. Miller, MAC, USN, processes intelligence data at computer console.



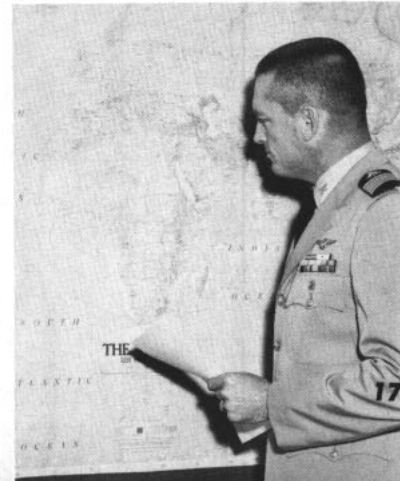
DECEMBER 1965



LCDR W. Lawrence, USN, senior aide to GEN Adams, is a busy man at CINCSTRIKE.



Chief of Strike's Intelligence Data Collection Div., CAPT W. Miller, checks map.



17



UP THE CREEK—Members of Coral Sea's landing party ford stream in jungle.



HIT THE DIRT—Scouts for carrier's landing party take part in combat drill. HERE'S HOW—Philippine guide gives instructions in building animal traps.



MEN search jungle for edible plants.

Landing

AN AIRCRAFT CARRIER stationed in the South China Sea today plays a major role in the Southeast Asia conflict. Nearly every day, fighters and bombers are launched from carrier flight decks to destroy assigned military targets in North Vietnam.

One such carrier is *uss Coral Sea* (CVA 43). Her pilots have flown numerous missions over North Vietnam, and have earned a reputation of which they can be justly proud. However, flying strike and reconnaissance missions over military targets to counter Viet Cong operations is not the only mission of the carrier.

Recently, during an in-port period in the Republic of the Philippines, *Coral Sea* conducted training to insure a high state of readiness for another of her missions . . . that of providing a combat-ready landing force.

Comprised of volunteer members of the ship's company, plus its Marine detachment, the landing party set out for two days of grueling training in dense, rain-soaked Philippine jungles near the Subic Bay Naval Station.

The first day of the exercise was devoted to instruction and establishing a base of operations. Eleven Philippine guides, most of whom had fought as guerrillas against the Japanese during World War II, instructed members of the landing force in jungle survival. Marines and sailors worked side by side, con-

ALL HANDS



THIS WAY—Landing party from *USS Coral Sea* (CVA 43) makes way through jungle while running a battle problem.

Party on Jungle Patrol

structing huts from bamboo, setting traps used in jungle warfare, locating water and searching for edible food from the plentiful plants of the jungle.

Marine instructors taught the group safety precautions, field sanitation, personal hygiene and first aid. Other instructions included care of weapons, individual movements (day and night), offensive combat formations, hand and arm signals, defensive combat, patrolling, and ambush and counter ambush techniques.

On the afternoon of the second day, the landing party was divided into two groups for combat drills. Actual combat training for the landing force was a battle problem.

Each group, consisting of approximately 50 men, was an opposing unit located in a strange and unfamiliar terrain. Its mission was to search out the opposing force and destroy its base camp.

After each of the two units had established its base of operations, reconnaissance patrols of four to six men were sent out. Their mission was to gather intelligence information about the opposing force, including routes of traffic and communications lines, weather, defense perimeter, morale, habits, weapons, weaknesses, size and activity. Success of this phase of the battle problem was measured by the ability of the reconnaissance patrols to seek the intelligence data completely undetected

and return to their base camp with information which could be used to plan an attack on the opposing unit.

Following the return of the reconnaissance patrols, late in the evening, plans of attack were drawn up, and combat patrols were sent out to attack and destroy the opposing camp. Throughout the night, activity ranged from full scale attacks on the base camps, to small skirmishes and ambushes as the combat patrols tangled in the area of the battle problem.

The final day of the exercise both groups once again became a friendly organization, following a sleepless night of harassing ground fire and

small raids. However, one last problem remained before the weary men arrived back at *Coral Sea*.

A small group of about 20 men, forming an enemy ambush force, had sworn to deny an access route to the ship. The landing party's mission was to return to the ship, knocking out the small ambush group, clearing the route to the ship.

The success of the landing party training is best summed up by Captain R. G. Brietenbach, who heads *Coral Sea's* Marine detachment. He noted that the landing party was "a group I wouldn't be afraid to take anywhere." —R. R. Scott, JO2, USN

TIME OUT—Landing party members take a break during rugged training.





MASKED MEN—NBC students wear their protective masks while receiving practical training in tear gas chamber.

NamTraDet 3009

JUST ABOUT a decade ago, the Naval Air Maintenance Group—then a department of the Naval Air Technical Training Command—was assigned the responsibility of providing field instruction to naval aviation activities on atomic, biological and chemical warfare defense.

One training detachment was formed in 1956. In 1958 two additional detachments were added. Redesignated Nuclear, Biological and Chemical Warfare Defense, today there are seven mobile NBC detachments traveling around the country, bringing the latest instruction on NBC detection, protection and survival techniques.

These units are "homeported" at Lemoore and North Island, Calif.; Pensacola and Jacksonville, Fla.; Quonset Point, R. I.; Norfolk, Va.; and Memphis, Tenn.

Typical of these is the Memphis-based unit, Naval Air Maintenance Training Detachment 3009 (NBC)—which recently won the Captain's Plaque for being the most efficient detachment of 20 within the aviation support branch of NAMTRAGRU.

Proper training in NBC warfare

defense provides for survival of personnel and control of damage following an attack by nuclear, biological or chemical weapons. Each course consists of 24 classroom hours, or three working days, and is available to all military personnel. Occasionally, key civilian personnel such as policemen, firemen and civil defense workers have taken advantage of the course.

THE FIRST DAY of each three-day course includes instructions in the symptoms, antidotes and protective action during chemical and biological warfare attack. Practical experience is gained when students put to use some of the protective equipment that is provided by the Navy.

The second day's lessons are primarily concerned with nuclear warfare—radioactivity, blast effects on people and environment, and the use of various radiac instruments which indicate and compute radiation.

Classes the third day cover the disaster control organization on a nationwide, Navy-wide and local basis for all types of disaster recovery, natural or otherwise. Also included is

instruction on protective clothing, warning systems, decontamination and nuclear survival techniques.

NAMTRADET 3009 is a two-man team made up of Chief Hospital Corpsman Maxwell E. Baker and Damage Controlman First Class Marion A. Shircliffe, both of Naval Air Maintenance Training Group.

Both instructors are specialists in NBC warfare defense. Chief Baker was trained at a six-week NBC defense course at the Army Chemical Corps headquarters in Ft. McClellan, Ala.

Shircliffe received his NBC schooling from a three-week course at the Damage Control Training Center in Philadelphia.

Chief Baker says the main advantage of the school is that it provides qualified instruction in all three phases of NBC.

"This is difficult to teach on a local level because there aren't enough men who know all three phases well enough to teach them," Baker said. He also feels the course is good because it provides a minimum of disruption to a station. "All we need is a room and 30 students," he added.

THE TRAINER used is a self-contained unit—a one-and-one-half-ton truck, complete with necessary cutaways, films and technical literature for adequate training. It contains the latest portable radiac equipment for nuclear defense training, and the latest equipment and protective techniques relating to chemical defense training. The detachment has a direct link through headquarters with other branches of the military and receives the latest word on new changes as soon as they are officially endorsed.

Baker and Shircliffe travel from the Great Lakes to the Gulf of Mexico, administering the course to some 12 mid- and southwestern air stations and Reserve units, teaching about 2000 students annually. They spend approximately 300 days on the road each year and log over 6200 miles on the odometer.

So far this year NAMTRADET 3009 has conducted four or five courses each at Dallas, Corpus Christi, Kingsville and Beeville, Texas; Olathe, Kans.; Grosse Ile, Mich.; and Twin Cities, Minn. Baker and Shircliffe return to their Memphis headquarters periodically to catch up on the latest concepts and techniques and to conduct more classes for students there.

Then they hit the road again for such places as Meridian, Miss.; New Orleans, La.; and Glenview, Ill., providing the best nuclear, biological and chemical warfare defense training possible by bringing the school to the students.

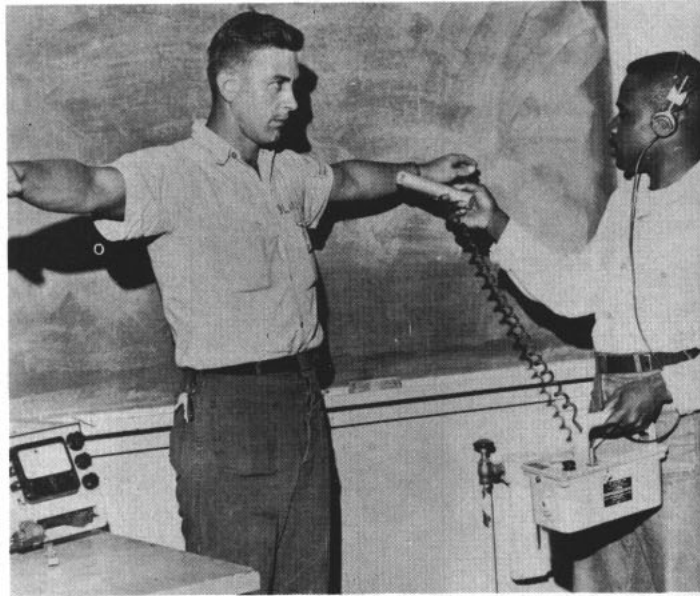
—Steve Welch, JO2, USN

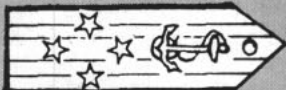


WHEELY NOW—Rolling school takes NBC course to Navy units. *Below:* Students learn about radiation detector and drill with mask in tear gas chamber.

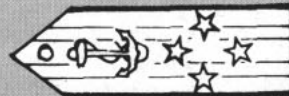


LIFE SAVER—The word is passed on function of gas mask. *Rt:* Method of checking for radiation is demonstrated.





FOUR STAR FORUM



Suppose You Were CNO for Sixty Minutes

Advancement Should Be Earned

As CNO for 60 minutes, there are several things I would look into immediately:

In every outfit where I have served, I've noticed that practically all the men have been recommended indiscriminately for advancement, with the exception of those that have been to Captain's Mast. (And in one case a man went to Captain's Mast, was awarded punishment, but was still recommended for advancement.)

There are a lot of people being recommended for advancement-in-rate when they don't even know enough to hold the rate they already have. As I heard one Chief say, "I recommended him because I didn't want to make him feel bad and, besides, who ever thought that he would make it?"

I would make it mandatory for a man to go to leadership school, prior to his advancement to second class. Not four years later.

When I first joined the Navy, the CPOs actually used to run the Navy. But now, with their sweating out recommendations for E8/E9, they are no longer the leaders they used to be. As CNO, I would discontinue the E8s and E9s. For one thing, the E7s are staying in for more than twenty so they can make E8. This is stopping the E6 from making E7; therefore the Navy is losing a lot of well-trained and younger people because they can't make rate. If the E6 can't make E7 where does the E5 go? Nowhere but to civilian life. To sum this up I believe that the E8/E9 program is hurting the Navy more than doing it good.

James W. Rauth, AE2, USN
NATTC, Jacksonville, Fla.

A Board of Senior Petty Officers

At one point in my Navy career, I was stationed at an activity composed of all branches of our armed forces. At this activity, there was a board consisting of approximately six senior petty officers, who were the personal representatives of the commanding officer and of the officers in charge of each service.

This board of senior petty officers convened once a month to hear problems that any person desired to present. In turn, that board met with the commanding officer to present those problems that the board had considered appropriate for presentation to the commanding officer for any action and/or comments he desired to make.

I believe that such a system should be instituted by each commanding officer within the naval establishment. It would give each of us an outlet for our ideas on improving efficiency, organization, operations, morale, and esprit de corps at each activity. In addition, we—each of us—would contribute toward the commanding officer's primary collateral duty, which is, of course: morale.

John O. Frye, YN1, USN
PATRON Nine

New Type of Reenlistment Bonus

My solution might sound like an over-simplification of the problem of retention, but it makes sense to me.

Why not present a man, as a reenlistment bonus, that sum of money needed to induct and train the man who must ultimately take his place? The sum would vary according to his degree of skill, as evidenced by his rate and rating.

A side benefit to the Navy would

be the benefit of the man's service (if he did reenlist) during the time that it would have taken to enlist and train his replacement.

This would also have a built-in pro pay factor, about which there has been so much controversy. The critical skills would automatically get more because it takes more to train them.

Olin E. Nail, Jr., ADJC, USN
VC-4 NAS Oceana

Special Waiver Board

As the new CNO, I would inaugurate a special "waiver board" for exceptional cases requiring various waivers in career matters. This board would arbitrate the qualifications of special individuals after they have been recommended for various programs by their CO and perhaps by someone familiar with the problem.

Here's an example: Rather than tell a man who has the education, experience and background for a commission that he cannot be considered solely because he is too old, I would have his CO write a letter stating the reasons why he is recommending that the waiver board hear this man.

If the number of years is not too great and the man can be used to better advantage by the Navy, let the board approve his waiver.

All exceptional cases forwarded by commanding officers would be heard. By requiring the CO to recommend each such case, those cases that are not really exceptional would be eliminated.

V. J. Birbiglia, HMC, USNR-R
Mobteam 3-8, NRTC, Freeport, N.Y.

Home Buying, Trailers and Transfers

The desire to establish a home is often a deterrent working against the choice of a military career in the case of married personnel.

Frequent transfers do not create the proper investment climate for home buying. The Navyman would like a home for his family in order to maintain a semblance of family life, but the actual consideration of buying a home is a continuing problem. The serviceman has the prerogative of buying a house as he moves



from one duty station to the next, but is this practical? Will there be a mortgage-free home available upon the occasion of retirement? The alternative, rental housing, will permit family unity, but no investment.

Another alternative which only recently could be considered is the purchase of a mobile home. In this respect, an investment can be made; however, there is still not adequate provision to defray the expenses incurred in transfer. The mobile home owner loses his dislocation allowance and must pay the difference in costs above the allocated allowance.

Career retention could be enhanced by more equitable payment at time of transfer to permit proper investment of capital as well as full payment of costs involved in transfer. In this manner, better financial arrangements could be made to provide for one's family at time of retirement—a definite advantage in a military career.

Thomas R. Evans, HMC, USN
MCRS, Charleston, W. Va.

Cross-Rating at E-7 Level

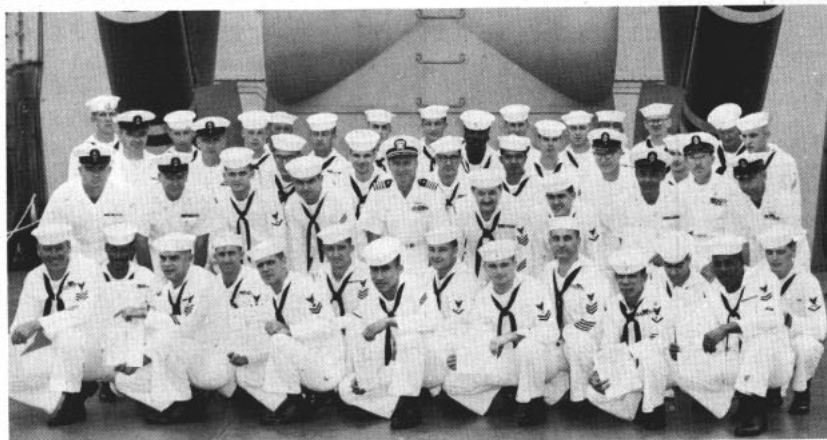
Seems to me that the Navy is missing a good source of talent for filling the critical ratings. The Navy's policy is to deadline a man when he reaches E-7 with over 12 years in his career—that is, he cannot convert to another rating.

I believe this is the wrong approach to take. Determining a man's capabilities for assimilating new ideas and concepts merely on the basis of rate and time in rate leaves many critical ratings open when they could be filled by competent E-7s and over. Conversion should be based on the individual man's potential and not by lumping us all together into one mass.

Some officer programs are available to us but there are a lot of E-7s, -8s, and -9s who don't want to become warrants or officers or to sit around counting the days to retirement.

Many men don't relish the idea of spending the rest of our careers in limbo, and will throw 13 or 14 years of service away because of this fact. We want an opportunity to go into a new and exciting field. I know the Navy would benefit from this line of action by gaining experienced leaders in the new ratings.

So, if I were CNO for sixty min-



utes I would remove the "E-7 with over 12 years" limitation set on conversion programs. Let's use the real career man to his full capabilities. He's not stupid. He can learn new tricks.

James T. Wainwright, SMC, USN
Chula Vista, Calif.

Revision of WO Selection

If I were CNO for an hour I would revise the program of advancement and selection to Warrant Officer status as follows:

- Minimum service requirement

of 10 years for pay grades E6/E7 only.

- Maximum age limit 35.
- Discontinue the Officer Battery Test and provide in its place an examination consisting of technical, professional and personnel management background. The Officer Battery Test would be retained and given to all Warrant Officers upon application to Limited Duty Officer (T).

Reduce the number of initial application documents.

Under this program E7 personnel

An Invitation from Topside

Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.

Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.

What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?

With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?

The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D.C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)

This is a golden opportunity to provide a forum for your ideas.

The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.

Here is another installment. Keep your ideas coming.

would be provided a path of advancement thru pay grades E8/E9 or Warrant Officer. The service would realize more fully 10 years' commissioned service from personnel selected. The professional examination in lieu of the Officer Battery Test would allow selections to be based on professional, technical and leadership qualities necessary within the given warrant categories.

Reduction of required documents submitted by each applicant under the present program outlined in the current BuPers Instruction would result in considerable savings in work, money, time and paper considering an approximate number of 10,000 annually as compared to approximately 1000 selectees.

Kenneth M. Schurr
Sonoma, Calif.

Standardization of Navigation Forms

In the interest of better training and use of so called "short-cuts" used in computing navigational problems, I suggest a standardization of navigation forms to be used throughout the U. S. Navy. I have received a cruise manual from the U. S. Naval Academy for navigational training of midshipmen which is somewhat different from what is normally used aboard ship.

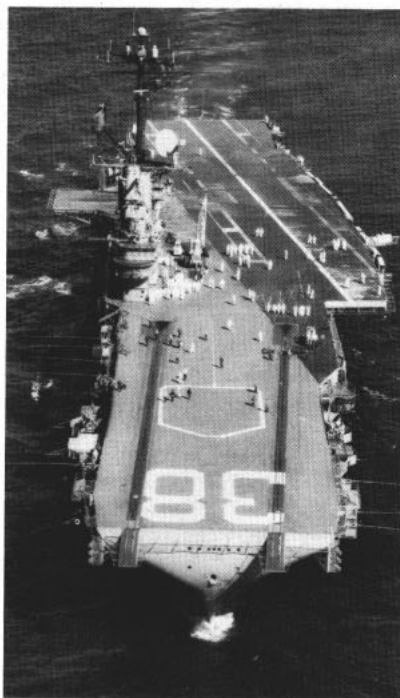
Through the years I have seen many types of forms used and I find that a real need exists for standard forms to be compiled and possibly printed up for U. S. Navy ships, somewhat resembling the "Captains Night Order Book" or the QM Notebook and disseminated throughout the Fleet. If this were to be done I am sure the navigation people transferring from one command to another would better understand all the information to be used.

Robert W. Ridley, QM1, USN
USS Wedderburn (DD 684)

Assignment of Career Personnel

If I were CNO for one hour I would direct my attention more to career personnel than to the first termers. I say this not only because I am career designated, but because the career sailor is the backbone of the Navy.

One privilege I would definitely try to obtain for all career personnel is the assignment of career personnel to their choice of duty stations



or home ports—upon reenlistment. Thereafter, when any further assignments are necessary, keep the career sailor as close to his choice of duty as is possible, consistent with the needs of the naval service.

Naturally, this kind of proposal would not work for all of the people all of the time. The Seavey-Shorvey doesn't work all of the time either. It would neither be practical, nor good policy, to keep a seagoing sailor in Olathe, Kans., just because his home is there, but it would be a shot in the arm for a man's morale if he was shipping over and could pick his next station or home port.

Robert E. Pastre, SF1, USN
CNATRA, Pensacola, Fla.

Where Are the Results?

The Four-Star Forum is a fine idea, but I have a couple of questions: Are these various proposals we read about going to get any results from CNO and, if so, when will the results be seen in the Fleet?

J. M. Fussell, EMC, USN
New London, Conn.

If you'll check the box on page 23 you'll notice we point out there that "The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry, we cannot reply directly to your letters."

Obviously, where an idea might involve a Navywide change, it cannot be put into effect the instant it is received. But you can be sure, if a proposal makes good sense from all the angles that must be considered, the Navy is not going to turn it down just because it's something new.—Ed.

Give the Men a Break

Here are the major obstacles which I believe will have to be overcome before any progress can be made in retaining the caliber of men the Navy truly needs.

In the majority of commands, well over 50 per cent of the first enlistment personnel are not aware of the opportunities offered to them through the various programs. This problem could be solved by setting up a standardized indoctrination program to be implemented at all commands. The program could be the responsibility of the Educational Services Officer or the Career Appraisal Team.

It is difficult to maintain the proper motivation and incentive toward a naval career when personnel see hard work and study going down the drain due to ceilings. For example, my own case is hardly unique. Recently my exam profile card was returned from my last command and on the back of the card was a note from the Personnel Officer, "If I got a card back like this one, I would change my rate."

Of course he doesn't realize that I can't change my rate. Although it is not a critical one, it is not on the list of recommended rates to change. Getting back to the card, out of 10 subjects that we were tested on I received seven superiors, two excellents and one high average and yet I was not advanced.

The only solution that I have to offer to this problem is to get rid of some of the dead weight, and believe me when I say that all rates have their share. The only effective way to do this is by tighter restriction on the advancement recommendations.

In most commands a man has only to complete the required courses and his practical factors for the next rate, and he is recommended. Part of this could be eliminated by tightening up on the semiannual evaluations, but as to a solution on how to distinguish

between an on-paper qualified and an actually qualified man I can't say. I do know that it is awfully hard to swallow the fact that a man who may not have passed a rating test for several years can be promoted the first time he passes, while a man who has less time in service and continually passes with high marks cannot be promoted.

In the aircontrolman field and, I am certain, in many other fields where a man's ability could adversely affect the safety of a shipmate, it is of the utmost importance for the man to be both physically and mentally alert when he reports back to duty.

In some areas where there is very little liberty if any, the men are forced to travel long distances for recreation. This normally results in one of two situations, and the most important is the accident rate. Normally in this situation the cause is extreme fatigue. The other result is a robot at work. At present I am stationed at NAS Key West and many of the men that work for me are single. The sailors like to make the trip to Miami and, although they may only make this trip once a month, there is always the chance of an accident or of a robot reporting for work. I don't feel that it would hurt the Navy's efficiency if these men were allowed a 72 once a month, and it would certainly give them something to look forward to. This could also be based on merit, although it would be left up to the discretion of the command.

Since my first enlistment in the Navy the housing situation has improved immensely. The only complaint I have in this area is that often personnel are required to forfeit their full BAQ for substandard housing in an area where the maintenance and all efforts to improve are directed to the more modern Capehart housing. This situation exists here in Key West. Also the other branches of the armed services recently have taken over so much of our housing that it puts a great many more of our men at the mercy of private rentals.

A number one problem is the pro pay scandal. I call it a scandal because I don't believe that it has helped to keep anyone in but I know it has driven many out. All I can say, is that I wish you all the luck in get-



ting that problem squared away.

Another problem: On each change-of-duty-station there is a great expense incurred by the individual. Part of this is covered in the travel pay and dislocation pay he receives; however, this amounts to only a small percentage of the actual cost. Motel bills plus meals amount to quite a large figure not only in traveling, but also after you reach your destination and are looking for a place to live.

I have written this letter not to criticize the Navy but in the hope that it will help others to know the problems of Navy life which affect the morale and well-being of Navy-men.

I have nine years in the Navy and I really feel that it is a great outfit. I am considering leaving the service in December mostly due to the advancement problem. As I explained before, I felt there was little if any use in the long study hours I spent in preparation for the exam since my card indicated that I was superior in most of the subject matter and yet I could not be promoted. My problem in the advancement area is shared by many in various rates, the men with eight to twelve years who make high grades and still have little chance for promotion, with the exception of a few rates.

I would like to thank you for this opportunity to relate my feelings on

what to do to improve the Navy and thus retain the needed men.

R. C. Hardy, AC1/AC
NAS Key West, Fla.

24 Hours Not Enough

Proficiency Pay—Surely it must have occurred to someone that much bitterness and resentment could be removed if this supplemental pay were called Technician Pay or something along that line. The change to the term "Specialty Pay" has not been complete nor effective. A YN does not like to think he is less proficient than an FT. Proficiency Pay has been a misnomer from the start.

Enlisted Promotions—The DOD restrictions on the numbers of petty officers in each pay grade has been publicized but DOD has not explained the necessity for these restrictions. It makes sense to no one that the Navy is permitted to increase its enlisted strength by 11,000 non-rated personnel and no petty officers. How thin can we spread our talent? I'd like to see the current rationale on the percentage limitation on petty officers.

BAQ and Dislocation Allowance for Single Officers—BAQ for single officers ends on the day of detachment from permanent duty station. Dislocation allowance is not paid to single officers.

Both situations are inequities.



Single officers still require a roof over their heads on leave and in transit. Those who have occupied quarters ashore are just as dislocated as their married counterparts.

During my last PCS, I had to dispose of and replace all items in aerosol cans, all flammable items and all liquor plus food items which might spoil or attract insects en route. I had to purchase new household items. I do not live ashore out of choice—there are no adequate quarters available. Recommend single officers draw BAQ when in transit and that single officers drawing BAQ at both ends of the transfer also get dislocation allowance.

Housing—Much more emphasis needs to be put on building decent barracks ashore for enlisted personnel. The Navy is not taking adequate care of its men. I would rather see our men decently housed than see a man land on the moon in 1970. Scuttlebutt has it that the Navy is planning on a big barracks construction program. If so, I hope we can sell it to those who appropriate the necessary funds.

Military Justice—The quality of justice in the Navy still leaves a lot to be desired.

I believe military justice should follow the practice now common in civilian courts where sentence is not pronounced until a full probation report is received. The sentencing courts should have all pertinent facts on hand when sentence is pro-

nounced. Otherwise, how can a just sentence be pronounced?

Internal Information—As a member of the Defense Establishment I expect to be somewhat better informed on what is going on within the establishment and what will go on than my civilian friends. I find, however, that often my only source of news is the civilian press. The information which does filter down through official channels is not news by the time it reaches me—it was published long ago in a newspaper or magazine.

Public information offices seem to be concerned solely with furnishing news to the civilian press. Commanders are responsible for keeping their men informed. Why don't they?

Working Conditions—Recognizing the limitations of shipboard space, my comments are confined to working conditions ashore. These conditions generally are not comparable with private enterprise. Spaces are often crowded, noisy, and not air-conditioned. How long must we put up with this situation?

Medical Care—A military member stationed in the Pentagon could go to the Army dispensary and obtain aspirin, nose drops and cough syrup without getting a prescription. This is not possible at Navy dispensaries without seeing a doctor. The result is we cold sufferers take our business to a civilian drug store or Navy Exchange. Who wants to wait in line to take up a doctor's valuable time

for a stuffed-up head? Or a headache? Let the corpsman make a record of what was given to whom but let's not waste the doctor's time.

Work Simplification—Having been in the personnel business for some nine years, I've become aware of a rapidly increasing complexity in the field of personnel administration.

Many Department directives on subjects such as accounting data are so complex they are beyond the comprehension of the great majority of the enlisted personnel who have to use them. Directives on pay matters are so diverse that the poor personnel officer doesn't know where to look for answers. Is it in *JTR*? *NTI*? *NavCompt Manual*? (usually not available) BuPers directive? SecNav directive? NavCompt decision?

In many cases, part of the answer is in one and part in another with no cross-reference in either. Every time new legislation is passed on pay matters, another directive is issued which usually leaves many unanswered questions. I have a suggestion: let the legislation drafters and directive drafters seek the advice of those who will have to work with it. A good example is Family Separation Allowance.

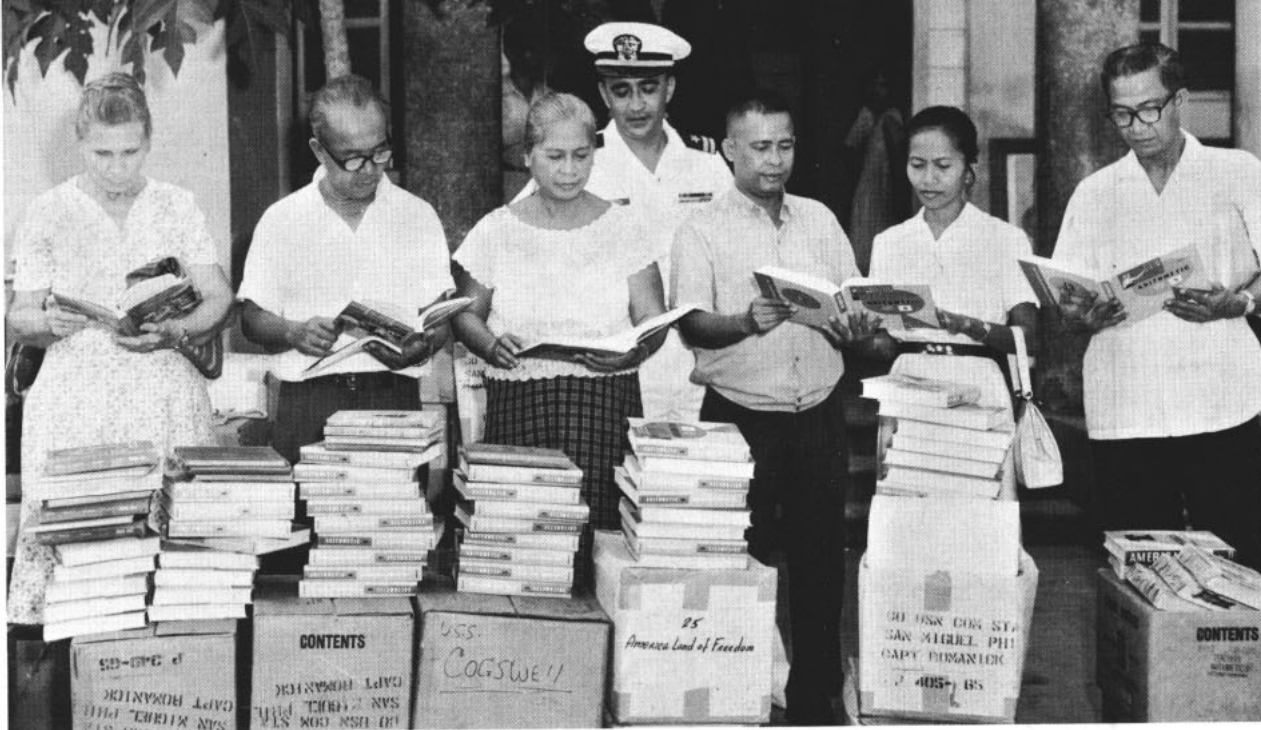
One of the best solutions to date to the problem of multitudinous directives is the *Enlisted Transfer Manual*. Unfortunately, since its issuance, many additional directives have been promulgated which could and should be incorporated therein. Examples are directives on transportation (port call procedures) and on screening personnel before transfer overseas.

I would like to see all pertinent directives incorporated in the *Trans-Man*. I would also like to see the publication of a single authoritative manual on matters concerning pay and allowances, one which can be read and understood by the average DK, PN, and YN. This manual needn't contain detailed instructions on pay records. It should contain all ground rules for entitlement to pay and allowances.

Similar publications might be considered for other subjects such as transportation.

Sixty minutes as CNO? Twenty-four hours would hardly be sufficient!

LCDR Allyn R. Thompson, USN
Pearl Harbor, Hawaii



Gesture of Friendship

THROUGHOUT THE WORLD wherever Navymen visit or are stationed, the people of the host country have learned that the typical U. S. Navyman is a friend ready to lend a helping hand. Participation in Project Handclasp is one of the reasons that these people have come to feel this way.

Project Handclasp is a program designed to distribute needed materials to the people that need them. Items delivered from the United States include such things as books and school supplies, paint, medicine and farm tools, as well as toys and candy for children.

A good example of one of the many Navy units participating in this project is the U. S. Naval Communications Station, San Miguel, Zambales, Republic of the Philippines. These Navymen have received and distributed to the local communities many items sent by the people of the United States by way of Navy ships.

Top: School books are given to Philippine town and school officials. *Right:* Candy delivered by Navymen is passed out to children. *Bottom Right:* Project Handclasp material is loaded aboard Navy ship in San Diego, Calif. *Bottom Left:* Navymen offload gifts in Philippines for delivery to the local people.



★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Popular Puddle Jumpers

In an era when most aircraft are fast and sleek, the Navy has many names for the helo, none surprising and most diminutive: chopper, egg-beater, whirlybird, windmill, puddle-jumper . . .

They are also called angels.

Helo squadron logbooks are full of reasons why. Helicopter Combat Support Squadron One, for instance, has made 1000 rescues. A crew member of this squadron once earned the Medal of Honor. Three men are winners of the Navy Cross. Five wear the Silver Star. Two have the legion of Merit. Thirty-eight won the Distinguished Flying Cross. Two were awarded the Bronze star. One hundred and sixty have earned the Air Medal.

HC-1's lifesaving missions have been diverse. Many have been dangerous: several during the Korean conflict took place under close fire from enemy forces. (An attempted rescue in "Bridges at Toko-Ri" is based on an account in the squadron's file.)

The majority of the squadron's



GOOD WORK of LT G. W. Mau is shown by Distinguished Flying Cross for bombing of North Vietnam bridge.

rescues have been of Navy pilots downed at sea.

It seems highly probable that an aviator, down at sea, lost, hungry and perhaps injured, was among the first to call them "angels."

Ships Return to Active Duty

There was a dual recommissioning ceremony in Long Beach, not long ago. The inshore fire support ship *Carronade* (IFS 1) and the medium landing ship (rocket) *White River* (LSMR 536) once again became active ships in the Navy.

Both ships are designed to support troops in amphibious landings. Their main armament is rapid fire rocket launchers.

Carronade was first commissioned in 1955, and in 1960 she was decommissioned. The only ship of her type, *Carronade's* armament includes one 5-inch/38 caliber gun and eight five-inch rocket launchers. She is 245 feet long, has a beam of 39 feet and displaces 1500 tons fully loaded.

This was the third time *White River* has been put in commission. The first time was back in 1945 (then the next year she was decommissioned). In 1950, she was recommissioned, and in 1956 she again joined the Reserve Fleet.

White River is equipped with one 5-inch/38 caliber gun, four 4.2-inch mortars and ten 5-inch rocket launchers. She is 197 feet long, 34 feet wide at the beam, and her full load displacement is a little more than 1000 tons.

Two additional LSMRs, *Clarion River* (409) and *St. Francis River* (525) had been recommissioned earlier in San Francisco. Both have similar dimensions and armament to *White River*.

All four ships were reactivated with no major structural changes. They are scheduled to deploy with the Pacific Fleet.

Construction in Naples

There is quite a bit of roaring, clanking, hammering and tapping going on in Naples, Italy. About eight million dollars worth. It's the result of construction aimed at consolidating most of the Navy's activities in Naples.

If you have been there before, you may recall that the Navy activities were spread over a considerable area (and they still are). Within three years that will not be the case.

At that time, should you happen



GOOD JOB—Robert C. Sheats, TCM, receives Legion of Merit and congratulations of Secretary of the Navy Paul H. Nitze for work in Sealab II project. Citation was for exceptionally meritorious service as aquanaut team leader.

to be passing through Naples, or should you be assigned duty there, here's what you may expect to find:

- A seven-floor administrative building for the Fleet Air Mediterranean and the Naples Naval Support Activities commands. Other activities also will be located here, including the headquarters for the Mediterranean section of the U. S. Coast Guard.

- A 450-man Navy-Marine Corps barracks with armory, mess hall and hobby shops. This will be a square building, three floors high with a center garden patio.

- A combination chapel/theater seating 500.

- A public works and transportation compound.

- A supply warehouse, which already is in use.

- A navy exchange and commissary store which also is in operation.

- And a new station hospital which will be ready for use next summer.

Although there are some new buildings in use now, the main movement will take place in 1968 when the barracks, administrative building and the chapel-theater will be ready.

Weekend on the Town

It was a long wait, but worth it. Henry Nash, a *uss Yorktown* (CVS 10) sailor who became his ship's Man of the Month earlier this year while the carrier was in WestPac, finally collected his prize—a weekend on the town in Los Angeles, expenses paid.

Henry, a third class boatswain's mate, had waited patiently until *Yorktown* returned to the U. S.

The big weekend, sponsored by the Beverly Hills Council of the Navy League, began at noon on a Friday recently, when Nash checked into a Beverly Hills hotel.

After an afternoon of planning and arrangements he was treated to a big dinner in a dining lounge high atop the hotel, where he had a panoramic view of the city.

After dinner Nash took a short spin up Hollywood way in a 1965 automobile which had been rented for him by the sponsoring organization. Afterwards, he relaxed in the hotel's lounge before retiring to his room.

The following morning Nash became a guest of the motion picture industry and was escorted through the largest motion picture and tele-



GOOD MAN—Hugh T. McDougall, PC3, was named *USS Yorktown* White Hat of the Year for his work as liaison postal clerk for the carrier.

vision studio in the world. During the tour he saw the sets used in filming several favorite TV series.

Saturday afternoon was to have been spent at a ball game, but the game was canceled because of rain. Nash returned to his hotel and watched football on television.

That evening Nash was entertained by a trio of Mexico's finest guitarists while he dined. After dinner he was a guest on a television show. Next was a visit to a Sunset Boulevard nightclub, and a swinging night ensued.

Sunday morning was spent at the hotel, following breakfast in bed.

A WINNER—H. B. Nash, BM3, USN, checks in at hotel in Beverly Hills for 'Dream Weekend' he received for being picked man-of-the-month aboard carrier *USS Yorktown* (CVS 10).



Then it was into the new car again and out to Dodger Stadium for an afternoon of baseball. After the game, the Navyman checked out of the hotel and returned to the ship.

Somehow, the daily routine seemed to have less kicks.

Helicopter Squadron

Although student helicopter pilots in the Navy's Helicopter Training Squadron Eight, Ellyson Field, Pensacola, are for the most part experienced Fleet pilots, they still spend the first part of their training program learning to solo.

For most embryonic pilots, a solo flight represents the high point of their training. At Ellyson, however, it only represents mastery of the TH-13. From there, Ellyson students graduate to the UH-34 heavies used today in Vietnam.

The squadron's students are not novices. They knew well the difficulties encountered before they were allowed to solo in fixed-wing aircraft, and learning the peculiarities of the helicopter is a tough job even for veteran Fleet pilots.

There are, of course, numerous mechanical differences—but the real difficulties begin after the chopper is airborne. A helicopter can, for example, stand dead still in the air, an act which no fixed-wing pilot in his right mind would attempt. There is an extra control stick, which means operating two different control systems absent in a conventional aircraft.

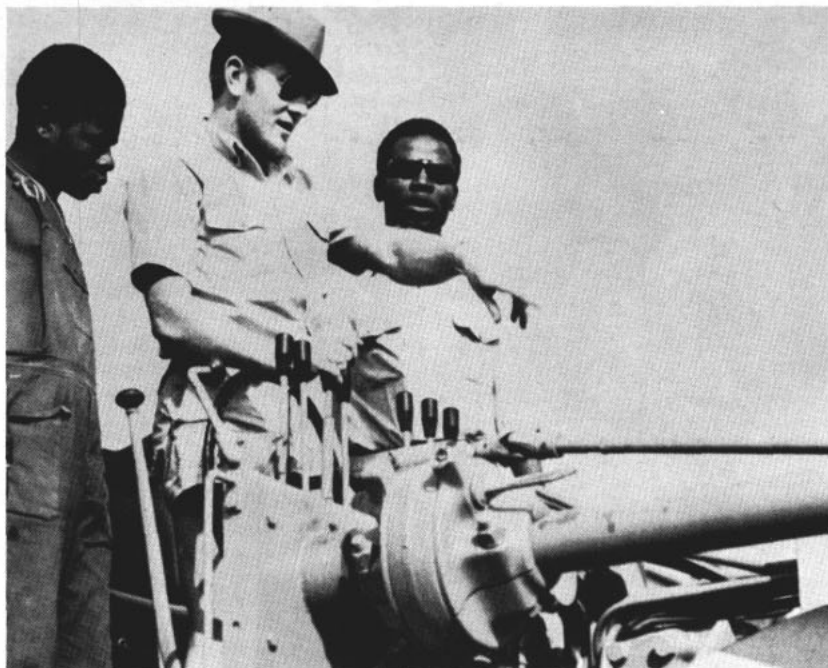
This type of flying has been compared to balancing a steel ball on a broom straw, but in spite of the difficulties, the student at Ellyson learns to fly solo after 11 hours of dual flight time in a primary trainer.

On the 12th hour, the instructor is replaced with three 50-pound bags of sand which help to balance the aircraft in the instructor's absence. The student lifts his chopper from the deck and flies to a remote site to practice the techniques he has learned during his first 11 hours.

Proof that the flight has been successful is that wide solo grin all over his face. Even so, he has several more dual and solo flights in the TH-13 ahead of him.

After the first stage of training is complete, the student goes on to instruction in the UH-34 heavies which he will probably see a lot of in the workaday Navy world.

—Donald F. Rhamy, J02, USN



HOW IT WORKS—Seabee Paul St. Cyr explains operation of motor grader to students in road-building course taught in Baoro, Central African Republic.

Seabees Can Teach, Too

Two U. S. Navy Seabees have been teaching in the Central African Republic as part of a U. S. AID program to aid the young country in its development.

For nearly a year, Charlie Taylor, master chief construction mechanic and Paul D. St. Cyr, equipment operator third class, have taught employees of the African nation's Public Works Ministry details of road construction and maintenance at a training center in Bangui, C. A. R.

The curriculum also includes training as mechanics, truck drivers

and bulldozer and motor grader operators.

Students at the training center receive six months of instruction, then work together as a unit for six additional months, putting their classroom knowledge to practical use. Then they are assigned to a regular Ministry of Public Works maintenance crew.

Several outstanding students have been selected to receive advanced training so they can serve as instructors for future classes.

Taylor and St. Cyr are members of Mobile Construction Battalion

Four, homeported at Davisville, R. I. They were recently relieved by five more MCB 4 members, who were sent to Bangui to help in the last phase of the program while Taylor and St. Cyr moved on to Baovo to set up a similar program.

Grounds, equipment and support for all the center's activities have come from the C. A. R. The U. S. has provided the Seabees and training equipment.

Thirty students have been given the training since the program began. Additional students and equipment are scheduled to be sent to the centers later this year.

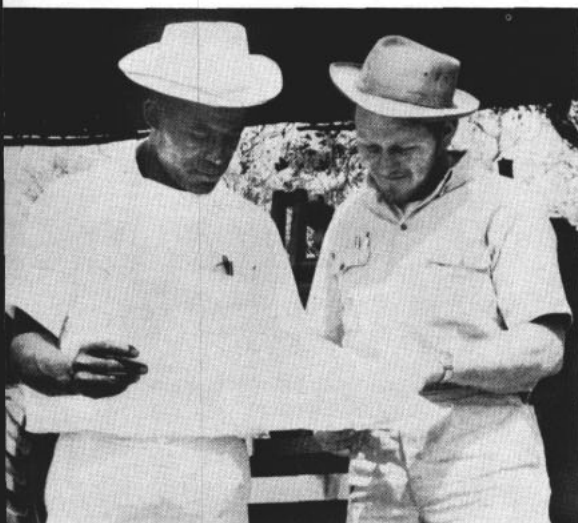
Big Mamie Back Home

The battleship *Massachusetts* (BB 59) has fought her last battle and made her last cruise. But her days are far from over. She has just begun her second career as a floating World War II memorial at Fall River, Mass. (See page 9.)

Back in 1963, a few former *Massachusetts* crew members learned of the Navy's plan to scrap the ship. Forming a committee, they soon had a campaign underway in which eventually more than half a million people contributed their time and money to save "Big Mamie."

There were, of course, many problems to overcome. Perhaps the biggest was 680 feet long—namely, where could the battleship be berthed? Originally, the committee had planned to berth the ship in Boston, but pier space was at a minimum. There wasn't much choice but to look elsewhere. Permanent berthing facilities were offered at

DISCUSSION—Seabees Taylor and St. Cyr discuss maintenance. **Right:** Taylor observes African trainee using loader.



Fall River (about 50 miles south of Boston), and the committee accepted.

BB 59 is the fourth ship to bear the name *Massachusetts*. Built in the state for which she was named, *Massachusetts* was launched 23 Sep 1941 and commissioned the following May.

Her war record speaks for itself. She earned 11 battle stars and awards for her action in the North African Occupation, Gilbert Islands, Marshall Islands, Asiatic-Pacific raids, Leyte, Hollandia, Luzon, Iwo Jima, Western Caroline Islands, Okinawa and raids against Japan.

Not long after WW II was over, *Big Mamie* entered Norfolk Naval Shipyard for inactivation overhaul and subsequently was assigned to the Atlantic Reserve Fleet at Norfolk. She remained inactive until 17 May 1962, at which time the Navy decided to scrap her.

Wingless, Friendly Loudmouth

Helicopters have never been noted for silent running, but at least one chopper flown by airdales at NAS Cubi Point in the Philippines has been specially wired for sound. The helo has a bellow which would put a boot camp D. I. to shame.

The helicopter is a new UH28 which has been equipped with the latest in search and rescue devices, not the least of which is the noise-maker.

Called a loud hailer system, a set of loud speakers and amplifiers enable the crewmen to give instructions to men on the ground and in the water. It amplifies enough to make the speaker's voice audible over the popping, swishing, flapping and general racket of the whirlybird.

Though this may seem a loud-mouthed approach to the communications problem, it comes in very handy when sending instructions to people below who can't understand hand and flashing light signals.

Another new rescue device incorporated in the helo is the fishpole. It's a long boom which is usually carried folded back against the fuselage of the aircraft. Before a lifting operation, the boom is swung forward, suspending the cable eight feet out from the aircraft and making it possible for the pilot to watch the progress of the operation. Older hoisting equipment was located out of sight of the pilot, either under the aircraft or against its side.



LOTS OF PULL—Men of MCB 9 pull section of bridge in place in Vietnam.

Bridge Over River Tourane Built for Keeps This Time

The bridge over the river Tourane is essential to military operations in Da Nang, South Vietnam. Though it has proven durable in recent years, it has had more than its share of hard knocks.

When trouble strikes, Seabees move in quickly to set things right.

A few years ago the Viet Cong knocked the bridge out of commission, but it was soon repaired.

Misfortune struck again last November when floods washed away some of the bridge's sections.

The string of mishaps grew recently when a construction vehicle accident caused further damage to the bridge.

Several pontoon rafts and small landing craft were pressed into service as ferries, to move military and civilian vehicles across the river. But it was an urgent necessity to reopen the bridge.

The job of repairing the bridge was assigned to Mobile Construction Battalion Nine, which is de-

ployed to Da Nang. MCB Nine steelworkers and builders set to work around the clock on an extensive repair job.

Vietnamese armed patrols occasionally threaded their way through the construction workers as they headed for positions at the Da Nang defense perimeter.

The Seabees' big job was to replace four 70-foot sections of the single lane bridge. This entailed jacking up each section and placing rollers underneath. The old sections were then pulled off one end of the piling and disassembled one by one, as a new section was added at the opposite end. It was a ticklish operation, because one slip could spell big trouble.

The chain continued until all new sections were set in place.

MCB Nine Seabees, with an assist from MCB Three, had the bridge open for usual traffic in 16 days. Once again, the bridge is durable. —Bob Jordan, JOC, USN.

PASSING—Vietnamese soldiers cross bridge on way to Da Nang perimeter.





FIVE-MINUTE plane wash at NAS Patuxent washes spray from engines.

How to Wash an Aircraft for Ten Cents

All Pax River really needed was a good, 10-cent plane wash.

It all began a few months back when BuWeps began worrying about corrosion on T-56 aircraft engines. Their concern resulted in special instructions to all commands which had T-56s: The engines were to be carefully checked for corrosion around the magnesium inlet housings (which scoop air into the engine manifolds) and, if corrosion was discovered, a protective coating was to be applied.

NAS Patuxent River, Md., flies T-56 engines. Someone at Pax sharpened his pencil and calculated the instructions would eventually cost the command about 25,000 man-hours. That's when Lieutenant Robert Morris, a local aircraft maintenance officer who likes his liberty as much as the next man, began to get that old "There Must Be An Easier Way" feeling.

LT Morris wasn't the first airdale to find his style cramped by corrosion. The problem hampers virtually every Navy squadron, especially those which fly their aircraft at low altitudes over the sea. Salt spray, which can rise quite high above the surface, accumulates on leading edges such as inlet housings. In a few hours the salt accumulation hardens, and later causes corrosion.

The Navy, of course, does have a method of combating the problem. That method, as any junior airman can tell you, is elbow grease. Air-

craft are periodically scrubbed by hand to remove the dry, hard salt deposits. Trouble is, aircraft are not easy monsters to bathe and washing takes time, so the scrubdowns can't be given as often as necessary to conquer corrosion completely.

Back to Pax River and Lt Morris. The officer had past experience with helos, and he remembered a trick used by helicopter pilots to protect their birds from salt spray. After completing a mission over water, the whirlybird drivers would try to locate a rainstorm. If conditions were favorable (wet), they'd fly through the downpour and rinse off the salt before it had a chance to dry. Carrier jet pilots sometimes do the same.

Consequently, the maintenance officer decided to build a rainstorm. According to his theory, aircraft returning from flights would taxi through a fresh water spray. Less salt would accumulate between scrubbing and the incidence of corrosion would drop.

The lieutenant arranged for his plane wash to be constructed by the base public works department, from surveyed parts. He received permission from COMFAIRWINGSLANT to use three aircraft from VP 44 and put his rainstorm through a 30-day trial.

During the month, each time one of the guinea pig aircraft returned from a flight it would taxi through the plane wash. One side would be thoroughly rinsed with fresh water

and the other side left untouched.

The results were just like a toothpaste commercial. On the unrinsed side: corrosion. On the rinsed side: little or none.

A conference was called at Pax River to study the results. The experts, obviously impressed, arranged for the Navy to finance a fully automatic, self-draining unit with an 80-second rinse cycle.

Immediately following each flight, aircraft are now taxied through the wash and drenched by 660 gallons of plain water each minute. Thrashing props send the water spray rushing through the engine inlets at every point at which salt spray had come into contact.

It costs the Navy 10 cents to wash one aircraft. So far, no one has calculated exactly how much money has been saved by the greatly reduced corrosion problem.

Friendly Target

Firefish may be a target boat, but it isn't much of a target. Take this little 17-foot boat some 7600 yards away, and have it skimming along at 30 knots (remote-controlled of course), and you have some idea of what the gunners aboard the destroyer *uss Brinkley Bass* (DD 887) were up against.

It took them quite a few rounds to do it, but the *Bass* gunners did hit the little *Firefish*.

As you well know, Navy ships normally don't go around firing on 17-foot boats. In this case, however, that's exactly why *Firefish* was made. Following the Gulf of Tonkin incident in which two U. S. destroyers were attacked by North Vietnamese PT boats, the Navy wanted a target boat which would give gunnery crews a chance to practice at small, fast-moving targets.

Does *Firefish* provide such training? Ask the CO of *Brinkley Bass*.

"Most realistic training exercise available today," says he. And since his ship was the first in the Navy to hit the remote-controlled target, he ought to know.

Treasure Island Rodeo

Brahman bulls on naval stations and sailors on horses aren't exactly normal, but they are a common sight at U. S. Naval Station, Treasure Island, Calif., every summer.

This year thousands of Navymen,

dependents and civilians packed the grandstands on the island's athletic field to witness the Treasure Island Rodeo.

The Navy version wasn't much different from any other rodeo. But, in addition to the traveling cowboys who attended, contestants included some hardy sailors who cast their boondockers and whitehats aside for cowboy boots and ten-gallon hats.

As did their civilian counterparts in the competition, the Navymen mounted hand-tooled saddles on bucking broncos, rode wild brahman bulls and tried their hands at calf-roping.

Other entertainment during the two-day event included the Twelfth Naval District Band, the Navy Schools Command Drill Team and a demonstration of Air Force sentry dogs.

The rodeo idea originated at Treasure Island a year ago, and two of the events have been held since. Special Services officials there are pleased with the results, and have slated the rodeo on an annual basis.

If you're of a hardy nature and are headed toward San Francisco soon, take along a pair of boots and a string tie—you can use them at Treasure Island.

Buccaneer Gets Fair Trial

The last time a *Buccaneer* went to sea under an American flag was—believe it or not—just several weeks ago. It was the *Buccaneer* S, Mark 2, a British high or low level attack aircraft, somewhat comparable to the U. S. Navy's new A6 *Intruder*.

The Mark 2 is a recently completed, improved version of the original *Buccaneer*, which underwent evaluation trials in the early 1960s.

uss *Lexington* (CVS 16) assisted in the recent carrier evaluation trials, accepting the British plane and test crews aboard for four days. The Royal Navy team was accompanied by several technicians from the U. S. Naval Air Test Center, Patuxent River, Md.

The *Buccaneer* is a strike aircraft, capable of long range photo reconnaissance missions as well as delivery of a variety of weapons. It has a 42½-foot wing span and is 62 feet long.

Cross-decking aircraft of other nations on U.S. carriers is a common exercise of late, in view of increased combined operations under treaty agreements.



OLD TIMERS—Combined service of retired Navymen totals nearly a century.

Two Navymen Chalk Up Nearly Two Centuries

Two of the Navy's most senior retired members got together at San Diego recently and talked over old times. There was a lot to talk about for Richard H. Jackson, ADM, usn (Ret), is working on his one hundredth year while Harry Morris, TMC, usn (Ret), is, relatively speaking, just a kid of 77. Between them, they had seen nearly a century of active service in the Navy.

Admiral Jackson entered the Navy as a cadet at the U. S. Naval Academy in 1883 and, after a long and distinguished career during which he commanded uss *Virginia* (BB 13), Battleship Division Six of the Pacific Fleet, and eventually was assigned as Commander in Chief, Battle Fleet, he retired in February 1930 with a chestful of medals including the Navy Cross.

Chief Morris, although younger,

has an edge on the admiral as far as years of service to the Navy are concerned. The chief enlisted as an apprentice in 1903 at the age of 15 and served until 1958. Some of his service was so long ago that he remembers when U. S. Navy ships were painted white and yellow (except in wartime) with white the predominant color. This was well before President Theodore Roosevelt sent the Great White Fleet around the world.

Incidentally, in 1907 and 1908 when the Great White Fleet was circumnavigating the globe, Chief Morris was there, too.

According to the chief, as an apprentice, he learned to take orders and to obey. As the years went by, he learned to give orders and assume responsibility. And what it meant to be a Navyman and an American.



LOOKING GOOD—ADM Jackson and Chief Morris pose with beauty queen.

Brief news items about other branches of the armed services.



WASTING NO TIME—Jet bomber prepares to be refueled in flight by KC-135 jet tanker. High-speed refueling boom feeds the B-52 at the rate of 1000 gallons per minute.

THE ARMY'S NEW *Tow* antitank missile, still under development, is described as a major improvement over existing weapons used against tanks and gun emplacements.

The supersonic *Tow* can be carried by troops and fired from a simple, lightweight launcher mounted on a tripod. It is also adaptable to a variety of ground vehicles.

It is highly accurate. The gunner does not have to estimate angle, range or speed of his target. He merely aligns his target on the cross hairs of a telescopic sighting device. After the missile is fired, the gunner tracks the target with his sight. Signals are automatically transmitted through a two-wire link from the sight to correct the missile's course.

Tow gets its name from the description Tube-launched, Optically-tracked, Wire-guided missile. It is the first supersonic missile guided in flight by means of a two-wire link between the launcher and the missile.

In a recent test, the missile scored bull's-eye hits on tank-size targets more than a mile distant.

TRANSPORT AIRCRAFT at Hickam AFB, Hawaii, have logged more than 600,000 accident-free flight hours during the past nine years. Airmen in Hickam's 1502nd Air Transport Wing (MATS), justifiably proud of their achievement, claim the safety record is unbeaten by any flying unit, military or civilian.

The 600,000th flight hour was logged by a C-124 *Globemaster*. The four-man crew, members of the 50th Air Transport Squadron, were given certificates of achievement.

★ ★ ★

AN ADVANCED VERSION of the *Zeus* antimissile missile is now under development. This new long-range *Zeus* will be one of two interceptor missiles in the Army's *Nike X* system. (The other is the shorter range *Sprint* designed for close-in intercepts.)

Designated the DM15X2, the extended-range *Zeus* will be similar to the present *Zeus*. It will, however, be slightly longer and, of course, heavier.

Like the present *Zeus*, the DM15X2 will be guided in flight by a combination of ground-based radars and high speed computers. It will have two solid propellant motors. Armed with a nuclear warhead, it will be capable of intercepting intercontinental and submarine launched ballistic missile warheads outside the earth's atmosphere.

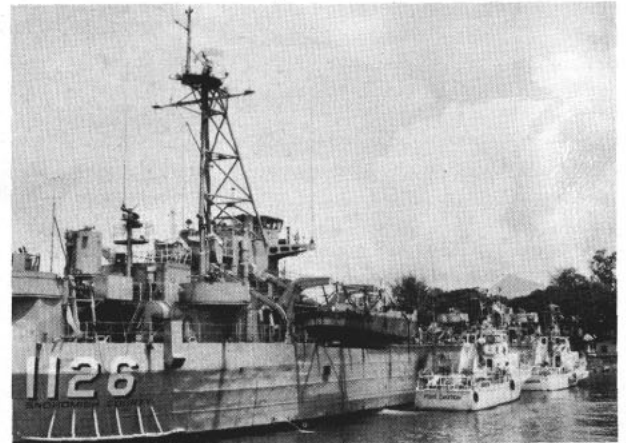
★ ★ ★

THE AIR FORCE has launched a special recruiting drive, but don't be surprised if the posters in front of the post office show a picture of Rin Tin Tin (or a close resemblance) alongside a B-52 bomber. Careers are opening up for dogs.

Needed are a thousand German Shepherds from "civilian" life, to augment the USAF Sentry Dog Corps. Sentry teams, consisting of German Shepherds and their individual handlers, are used by all three services, in various locations around the world for patrol and sentry duty. The Air Force handles all procurement and training of these dogs.

Billets for sentry dogs have gradually increased at many U. S. bases. In addition, the effectiveness of dog teams is currently being evaluated in Vietnam. If the

COAST GUARD Cutter *Point Orient* heads for station in Vietnam. *Rt:* Cutters in Vietnam are tended by a Navy LST.



40 now on duty there are found to be useful, more will probably be sent.

Because it is not expected that many dogs will be able to read the recruiting notices, the appeal is aimed at dog owners. Male and spayed female German Shepherds between one and three years old are being accepted. Standards require that they be at least 23 inches high at the shoulder and weigh at least 60 pounds. Pedigrees are not necessary, but the dogs must meet generally acceptable physical and temperamental standards for the breed.

Owners interested in giving or selling sentry dogs to the service of their country should contact the USAF Sentry Dog Procurement Office, Lackland Air Force Base, San Antonio, Texas.

★ ★ ★

A SOLID-FUEL, upper stage booster, designed for medium and small satellites is to be developed for the Air Force. It will sit atop *Thor* first-stage boosters and be used for payloads too small to be orbited economically by the larger *Atlas-Agena* combination.

The new booster, nicknamed *Burner II*, will be used only for unmanned satellites. Though primarily intended for use with the *Thor* first stage, it may be adapted for use with *Atlas* and *Titan* rockets.

The Air Force expects *Burner II* to bring high reliability and flexibility of application at a cost considerably lower than current figures. The booster will use components which have been proven by use in other space projects, allowing the Air Force to avoid reliability problems and cut development costs.

The Air Force plans to begin with one ground test model and three flight-test vehicles. The ground test *Burner II* will be static-fired near Seattle, and flight tests will take place at Vandenberg AFB in California.

Burner II will include a spherical solid-propellant rocket motor, an inertial guidance system and an attitude stabilization system.

★ ★ ★

THE ARMY has allocated funds for another year of test and development work on the *Nike-X* missile defense system. *Nike-X* is being developed as a defense system against intercontinental ballistic missiles and submarine-launched missiles.

This is the only antimissile missile system in advanced development by the U. S., and is listed by the Department of Defense as a high priority project.

Included in the over-all system are the multifunction array radar (MAR), for target acquisition, discrimination, tracking and interceptor missile tracking, the missile site radar (MSR) target tracking and missile tracking; the *Zeus* missile for long range intercepts; and the high-acceleration *Sprint* missile for short range intercepts.

Nike-X equipment is tested at the White Sands, N. M., missile range, and on Kwajalein Island in the Pacific.

Several thousand firms throughout the U. S. are involved in the project.

In other Army missile system developments, the addition of a new mobile high power acquisition radar (HIPAR) to the *Nike Hercules* air defense guided



GOING-UP—Army experimental rotorcraft XH-51A recently added another record to its list by setting speed-altitude record in its class of 263 mph at 12,000 feet.

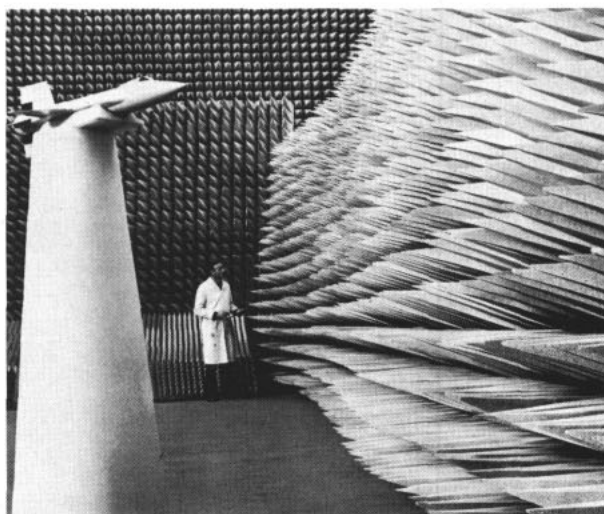
missile system will provide greater effectiveness against attacking high performance aircraft and short range ballistic missiles for the Field Army. The mobile HIPAR will give the same full target detection capability for Army air defense units overseas as now exists at fixed *Nike Hercules* sites in the U. S.

★ ★ ★

CHAPARRAL, an Army air defense weapons system for protecting forces in forward areas against low altitude air attack was recently fired successfully at the Naval Ordnance Test Station at China Lake, Calif.

The *Chaparral* system launches a Navy-developed *Sidewinder 1-C* missile from a modified Army self-propelled vehicle (XM-548) using an infrared guidance system for the missile which has been modified slightly for surface-to-air use.

RESEARCH aircraft model is mounted on foam for radar echo measurement tests at Wright-Patterson AFB.



THE WORD

Frank, Authentic Career Information Of Special Interest—Straight from Headquarters

• **AVIATORS NEEDED**—Navy requirements occasioned by the build-up of forces in southeast Asia have created a demand for officers with certain talents—especially in aviation.

In late September, for example, there were deficits in carrier replacement air wing instructors, helicopter composite squadrons, air training command and Fleet squadrons.

To fill these deficits, the shore establishment, schools and staffs are being screened for officers (particularly junior aviators) who can fill the vacancies.

For planning purposes, the commands from which the officers are detached are given as much advance notice as possible, inasmuch as on board reliefs may not be available.

• **VIETNAM TOUR**—Enlisted personnel who complete their 12-month tour in Vietnam, whether stationed inside the country or aboard ship in Vietnamese waters, will be given every consideration when ordered to their next assignment.

This means that if, at the completion of your tour you are eligible for shore duty, you will be given priority for assignment to available shore or overseas duty. You will not receive an extension at sea unless you request it.

The needs of the service, of course, must come first. Therefore, it may not always be possible for you to be assigned to your preferred area. You may be assured, however, that every effort will be made to assign you where you want to go.

If at the completion of your tour

you are not eligible for shore duty, you will be assigned to your choice of sea duty either in the Pacific or Atlantic Fleets. You would do well to keep in mind that with the increasing number of personnel completing tours in Vietnam, it will not always be possible to assign every man to his preferred home port and type of sea duty. Therefore, if you give the assignment people enough latitude in your choices, your chances of being assigned to what you want will be much greater.

After spending a tour in Vietnam, it is not likely you will want to report to a ship which is due to sail overseas. Therefore, should you be ordered to a ship, you will not be assigned to one which is scheduled to deploy overseas in less than three months, nor will you be sent to a ship which already is deployed unless such assignment is approved by the Chief of Naval Personnel.

If you want overseas shore duty after your Vietnam tour, you would do well to remember that there are only a limited number of billets available in many overseas areas. Therefore, in addition to listing what overseas duty you prefer, you should indicate a preference for sea duty (or shore duty if you are eligible).

Should you want an extension of duty in Vietnam, every effort will be made to approve your request up to a three-year tour. However, your request must reach the Bureau of Naval Personnel at least four months before your tour completion date. If favorably endorsed, your request will, in most cases, be approved.

If you have completed a normal tour of overseas duty in Vietnam, you will not be assigned a second tour there within three years unless you volunteer for one.

The procedures for assigning enlisted personnel completing tours in Vietnam were announced earlier in BuPers Notice 1306 of 27 Sep 1965. **3000 NEW CHIEFS**

• **REEMPLOYMENT RIGHTS**—Navy-men will not lose their reemployment rights under the Universal Military Training and Service Act as a result of any involuntary extension of active duty.

Public Law 87-391 amended and clarified the reemployment provisions of the Universal Military Training and Service Act. Under these provisions, a service member is entitled to reemployment rights if his total active duty service, performed after 1 Aug 1961, does not exceed four years plus any additional service imposed by law.

Therefore, the recent involuntary four-month extension of Regular Navy active duty personnel will not affect their reemployment rights.

The involuntary extension did not apply to Naval Reservists.

• **AFE MEDAL ELIGIBILITY**—U. S. Navymen who have been where the action is from 1958 to the present time should check this list. If they were at any of the places specified below at the proper time, they may be eligible for the Armed Forces Expeditionary Medal.

Here is the list of U. S. Military operations for which the Armed Forces Expeditionary Medal was issued: Berlin 14 Aug 61 to 1 Jun 63, Lebanon 1 Jul 58 to 1 Nov 58, Quemoy and Matsu Islands 23 Aug 58 to 1 Jun 63, Taiwan Strait 23 Aug 58 to 1 Jan 59, Cuba 24 Oct 62 to 1 Jun 63, Congo 23 to 27 Nov 64.

The AFE Medal has also been awarded to eligible U. S. Navymen



YOU'RE SURROUNDED by shipmates who are waiting to read ALL HANDS, so please pass this copy along.

who participated in direct support of the United Nations in the Congo between 14 Jul 60 and 1 Sep 62 and for assistance to Laos from 12 Apr 61 to 7 Oct 62 and Vietnam from 1 Jul 58 to 3 Jul 65.

U. S. Navymen participating in action in Vietnam after 3 July of this year will be awarded the new Vietnam Service Medal instead of the AFE Medal. This medal is not yet available. However, ALL HANDS will publish the regulations for the award when it does become available.

• **3000 NEW CHIEFS**—Nearly 3000 first class POs who went up for chief last August won't be needing their white hats much longer. During the next six months, they will be doffing their white hats (the rest of the uniform as well) in favor of the CPO variety.

Here's how the first advancement-to-CPO statistics look from the August exam cycle.

1st increment, effective 16	November—1205
2nd increment, effective 16	December — 411
3rd increment, effective 16	January — 354
4th increment, effective 16	February — 351
5th increment, effective 16	March — 345
6th increment, effective 16	April — 323

If your name didn't happen to be among those scheduled for advancement, don't lose all hope. You still have a chance. The Examining Center at Great Lakes will issue addenda to its original advancement letter which, in turn, will show the results of late exams and any additional advancements authorized.

When it is time for you to take the test for E-8, your final multiple will be computed as if you had been advanced on 16 Nov 1965 no matter in which increment you were advanced.

• **TEXAS VOTERS** — In the 1964 elections many Texas Navymen were disenfranchised through failure to realize that they must either pay the poll tax, or register to vote for Federal offices only, by 31 January of any election year.

Until suits now pending before the federal courts clarify the question of the constitutionality of poll taxes, any Navyman who claims Texas as his place of residence and who wishes to vote, is reminded of the 31 January deadline for establishing absentee voting qualifications for the 1966 elections.

All individual inquiries pertaining to qualifications should be addressed to the County Tax Collector, county of residence, State of Texas.

• **JO QUESTIONNAIRE**—Any journalist who has a project he would like to see get under way in the public information field will find his opportunity to make it known in the JO questionnaire recently issued by the Chief of Information. In addition, your views on the Navy's information program are wanted, plus any suggestions for improvement which you may have.

Chinfo also would like to know something about you, such as what skills you have learned or acquired and the nature of your present job.

For some time now, the Chief of Information has had no way to obtain this information. And, since there is a continuing need to know what journalists are doing and how they are performing, the Chief of Information has sent out three questionnaires. One is for you, a second for your PIO and the third for your Commanding Officer.

In addition, Chinfo has reinstated the Journalist Record Card (NAVSO 1306/1 Revised 8-65).

Therefore, if you haven't filled out your questionnaire or your record card as yet, see your PIO. Chinfo Notice 1306 of 13 Sep 1965 gives the details.

• **ALIEN REGISTRATION**—As it does each year, the Immigration and Naturalization Service issues a reminder that all aliens in the United States and its possessions must, with very few exceptions, report their addresses to the Attorney General during the month of January.

Cards with which this report can be made are available at any post office during the month of January and at the offices of the Immigration and Naturalization Service at any time. Aliens temporarily absent from the United States during January must report their addresses within 10 days of return to this country.

Serious penalties may result from willful failure to submit this report. It is important that all Navymen who may be aliens submit this report. If you have relatives who are not citizens, but who are residents of this country, they too must submit a report of their address.

This is not applicable to the Filipino citizens who are serving in the U. S. Navy unless they have been lawfully admitted to the United States for *permanent residence* and, therefore, have a registration card. If you are in any doubt, ask your personnel officer.

QUIZ AWEIGH

With the Christmas and New Year holiday season approaching, many Navymen will be contemplating a leave period, either to visit with their families and friends or perhaps to take a long planned vacation trip. It's an opportune time to brush up on your knowledge of leave and liberty regulations. See how well you do on the following questions.

1. What is the maximum liberty period a CO can normally grant over a holiday weekend?

- (a) 72 hours.
- (b) 96 hours.
- (c) No limit.

2. When can liberty be used to extend a leave period?

- (a) When approved by BuPers.
- (b) When approved by the CO.
- (c) Never.

3. What is the maximum amount of advance leave that can be granted, except under emergency conditions?

- (a) 15 days.
- (b) 30 days.
- (c) Any amount, if approved by the CO.

4. If you take annual leave in the continental U. S. from an overseas location, when does the leave period commence?

- (a) When departing from duty station.
- (b) When actual travel to U.S. commences.
- (c) Upon arrival in U. S.



5. When reenlisting, a lump sum payment may be made for unused leave up to 60 days. If you desire to carry some of your leave credit forward and receive payment for the remainder, you would be authorized:

- (a) 30 days' credit and cash payment for 30 days.
- (b) 45 days' credit and payment for 15 days.
- (c) Either credit or cash, but not both.

6. Sick leave describes a period of authorized absence granted to persons under medical care and treatment. It is:

- (a) Chargeable as leave.
- (b) Not chargeable as leave.
- (c) Chargeable as leave after 30 days.

7. If you should be hospitalized in a non-naval facility while on leave, you must notify your CO as soon as practicable and request instructions. The period of hospitalization is:

- (a) Chargeable as leave.
- (b) Not chargeable as leave.
- (c) Chargeable as leave until CO is notified.

Answers to Quiz Aweigh may be found on page 49.

THE BULLETIN BOARD

Here's How Navy Juniors May Cut the High Cost of College

MOST NAVY PARENTS of high school children have been watching with alarm the rising cost of college educations and the decreasing number of summer jobs available to students.

Although sending your children through college is obviously not going to be easy, there are ways of reducing the financial burden, some of which are listed here. You can choose any combination or use them all.

First, nearly all colleges and universities, particularly those in large urban areas, have some provisions for part-time student employment. Your prospective student can, before he enrolls or at the time of his enrollment, line up a guaranteed job for as many hours as he feels he can manage and still carry on as a full-time student.

Freshman students should go easy on after-hours jobs until they learn how much strain their academic career will place upon them. By their sophomore year, perhaps by their second semester as a frosh, they will know how much of an extra load they can carry. It is a rare freshman, however, who isn't able to carry a few hours during the week in a part-time job.

A second way of augmenting a student's income during his college career is through an education loan. Such loans are usually payable after graduation at a low rate of interest and, sometimes, no interest at all. The Office of Education in the state in which you live is usually the best source of information on this subject. You will probably be surprised to learn how many education loans are available to students in your locality.

The third source of funds for your child's college education is a grant-in-aid or a scholarship. Frequently, these two terms are merged under the term scholarship but there is a difference.

Technically, a grant-in-aid is a stipend paid for the possession of a special talent such as music, art or athletic ability. A scholarship, on the other hand, is a grant of money or

tuition to a student who is expected only to maintain a specified grade average, although there are sometimes other conditions attached.

There are a number of scholarships available locally and offered at the college your child chooses to attend. If your child is still in high school, his high school guidance counselor will undoubtedly know what assistance of this kind is available to local students. A letter to the college registrar or director of admissions will provide you with information on scholarship grants at the institution which your offspring chooses. Such information is also frequently available in the college catalog.

You will find that scholarships are frequently awarded on the basis of need. This is a misleading term and it is partially responsible for a number of awards going unclaimed each year.

You don't have to be on your way to the poorhouse for your student to establish a need for financial assistance. The need to which the qualification refers is the need of the student who, more often than not, has no independent income with which to finance his college education. It is quite conceivable that an enrollee whose parents' income is moderately high in the five-figure bracket could establish a need for a

scholarship award although the amount of the stipend might be influenced by his parental income.

It would be impossible to list all the thousands of scholarships available to the general public, and even out of the question to list all those that are available only to members of the military establishment. Many are established at naval installations around the world exclusively for the use of local students, although some are of a more general nature.

Here is a list of scholarships which will be of general interest to Navy families with young hopefuls, together with the conditions under which they are offered:

- *Clausey Medal of Honor Scholarship Foundation* (for children of deceased personnel)—may be used in obtaining education or training at or beyond the college level. The award is an outright grant of up to \$500. It is made to children of Navy or Marine Corps personnel who died in service or of a disability incurred or aggravated during WW II or the Korean conflict but not officially recognized as such.

Individuals selected must be in financial need of assistance to further their education and must be either graduates of an accredited high school or its equivalent or will qualify for graduation before the beginning of the next academic year.

The applicants' high school scholastic level must be reasonably sound and they must be physically capable of completing the course they undertake. They also should be of good moral character attested to by letters of reference.

- *Naval Academy Women's Club Scholarship*—Awards a four-year scholarship annually in the amount of \$1900 to be allocated as follows: \$600 for the freshman year, \$500 for the sophomore and \$400 in both the junior and senior years.

The recipient must be the daughter, adopted daughter or stepchild of a Naval Academy faculty member, a regular Navy or Marine Corps officer on active duty or in a retired status

All-Navy Cartoon Contest
C. Wise, HMCS, USN



"I hate these days when nothing seems to go wrong."

with pay, or the daughter of a deceased officer in any of these categories. Preference is given to the daughters of deceased personnel.

The award is made on a basis of scholarship, character and need and for the four years of the recipient's college career. It may also be used to supplement other scholarships and its renewal is contingent upon the recipient's scholastic record and other requirements under which the original grant was made.

• **Navy Wives Clubs Scholarship Foundation**—May be used in obtaining a college education, vocational, business or other training which will fit the recipients to make more valuable contributions to society than would otherwise be possible.

The recipient must be the child (natural, legally adopted or step-child) of an enlisted member of the Navy, Marine Corps or Coast Guard on active duty or retired with pay or the child of a deceased member.

Financial need must be established and the applicant must be a graduate of an accredited high school or its equivalent, or one who will qualify for graduation before the beginning of the next academic year.

The applicant's scholastic standing must be reasonably sound and he must be capable of completing the course undertaken and be of good moral character.

• **Marianas Naval Officers Wives Club Scholarship**—An annual scholarship award in the amount of \$500 per year for education at or beyond the college level.

The applicant must be a dependent of an officer or an enlisted man of the Regular Navy or the Marine Corps serving on active duty, retired with pay or deceased.

The applicant must also be a graduate or prospective graduate of an accredited high school or its equivalent. The grant is made for one year and may be renewed at the discretion of the selection committee.

• **The Society of Sponsors of the United States Navy**—Awards scholarships to young men for preparatory schools which prepare them for entrance to the United States Naval Academy. Preference is given to the sons of Navy and Marine Corps personnel, although the award is also open to the sons of other military personnel and to civilians.

Applications may be obtained from Mrs. Roy S. Benson, Quarters O,

Navy Yard, Washington, D. C.

• **Levin M. Powell Scholarships**—Offer full-tuition scholarships each year to young men wishing to prepare for entrance into the United States Naval Academy.

• **Fleet Reserve Association Schuyler Pyle Scholarship**—Provides a \$500 scholarship to the son or daughter of a member of the Fleet Reserve Association who was a member in good standing as of 1 April of the year the award is made.

Need, scholastic standing, character and leadership are factors considered in granting the scholarship. The applicant must also be a graduate or prospective graduate from an accredited high school or its equivalent and college work must be done in an accredited institution.

An additional \$500 award is made under the same conditions given

above to the sons and daughters of naval personnel who are active, retired with pay or deceased.

• **Ladies Auxiliary of the Fleet Reserve Association Scholarship**—In the amount of \$250 annually is awarded to a daughter of a Navy or Marine Corps member who is either on active duty, in the Fleet Reserve, retired with pay or deceased.

• **The Dolphin Scholarship Foundation**—Provides financial assistance to the sons and daughters of members or former members of the submarine service for a college education.

The father of the recipient must be or have been qualified in submarines and have served in the submarine force for at least five years after qualification or served in submarine support activities for at least six years.

Awards are made on the basis of

WHAT'S IN A NAME

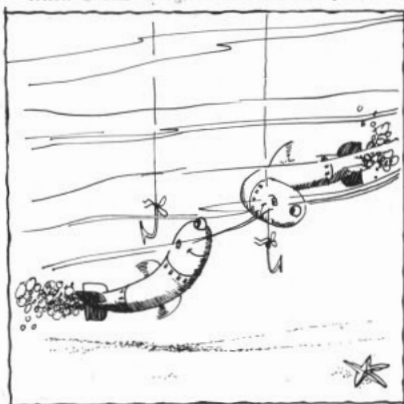
TRBs, Navy's Tin Fishermen

Four boats at Pearl Harbor's submarine base reeled in almost 1000 tons of fish during 1964. The fish were not the eating variety, but were torpedoes without their explosives. And since the torpedoes cost from \$10,000 to \$35,000 each, you can see why the Navy wants them back.

Torpedo Retriever Boats (TRB) range from 63 to 72 feet in length. And at times they provide their petty officer in charge with quite a test of seamanship.

For instance, when the seas get so rough that waves crush the front of the pilothouse, bash in windows and generally tear up the boat, it isn't easy trying to stay close to a ton of bobbing steel. And the boat must remain close enough so that a man, even in the roughest weather, can go over the side to secure a line to the torpedo. But if the boat is too close . . .

When a TRB is called out for an operation,



which is almost every day, it usually leaves the boat house before sun up. Once in the operating area, the submarine tells the boat approximately where the torpedo will surface (without its explosive, the torpedo is buoyant). The sub signals the TRB when it is safe to pick up the fish.

But finding the spent weapon sometimes presents a problem. Even though it is painted bright orange, only a small portion sticks up above the surface and it is, therefore, quite difficult to spot.

There is always an aircraft from nearby Barbers Point Naval Air Station to assist in the search for the weapon. And if the plane sees the torpedo first, it drops a smoke bomb.

The TRB skipper, usually a second or third class boatswain's mate, eases the boat alongside. While one deck hand keeps a sharp eye out for sharks, the other leaps into the water, slides a metal brace over the torpedo's nose and secures it. Then the torpedo is hauled around the boat's stern.

The stern is sloped and open to the sea, forming a ramp so that the torpedo can be hauled up by a hand-operated winch. The larger TRBs carry up to 16 torpedoes while the smaller ones carry eight.

TRBs have a 450-mile range, and, if necessary, can be called upon to stay at sea overnight. There is sleeping space for six men, a washroom and a galley. However, no cook is assigned. This means that the first man yielding to hunger pangs may find himself preparing that meal for the others.

The crews average 70 to 80 hours' work each week counting sea time, watch-standing and time spent on any necessary maintenance.

scholastic proficiency, character, all-around ability and financial need. If the student maintains these requirements, the award is renewed annually. The applicant must be a graduate of an accredited high school and work toward a BS or a BA degree.

• **New York Council of the Navy League Scholarship**—Offers an unspecified number of annual scholarship awards to be used for the college education of applicants considered best qualified.

Awards are from \$200 to \$500 and are made to a dependent of an officer or enlisted man in the Regular Navy or Marine Corps serving on active duty, retired with pay, or who died in line of duty or after retirement. Preference is given to applicants whose military sponsor is or was stationed in the Third Naval District.

The applicant must be a graduate or prospective graduate of an accredited high school or its equivalent. Scholastic standing, character, leadership and need are also factors in making the award.

• **Navy Doctors' Wives Club Nurses Educational Scholarship**—In the amount of \$200 is awarded to a dependent of an officer in the Navy Medical, Dental or Medical Service Corps residing in the Washington area.

Applicants must have had a nurses aid training course and have been accepted as a student in an accredited four-year school of nursing although three-year courses are sometimes considered. Scholastic training and need are also considerations in determining eligibility.

Application forms are available from Mrs. Lloyd B. Shone, 2025 Huidekoper Street, N. W., Washington 7, D. C.

• **Submarine Veterans of World War II Scholarship**—In the amount of \$350 each on behalf of sons and daughters of submarine personnel lost in a U. S. submarine during World War II, or paid up members of U. S. Submarine Veterans of WW II. The recipient must have high scholastic standards and present evidence of need. They must be graduates or prospective graduates of an accredited high school and work toward a BA or BS degree in an accredited college or junior college.

• **Stanford F. Zimet Memorial Scholarship**—for the son or daughter

of a Navy Supply Corps Officer, supply clerk or enlisted member whose path of advancement leads to supply clerk, is awarded in the amount of \$500 annually. The award is for the freshman year only. The award is made on the basis of character, need, qualities of leadership and scholastic ability.

• **Armed Forces Relief and Benefit Association**—makes 20 awards each year in the amount of \$500 each for one year's tuition only. The candidate must be the child of an association member who is worthy, in the opinion of the selection committee, to receive the award. No other restrictions are made.

Applications should be requested by the member parent from the Secretary Treasurer, Armed Forces Relief and Benefit Association, 1710 H Street, N. W., Washington, D. C., 20006.

• **The Jesse H. Jones Scholarship**—offers from \$100 to \$500 in any regular college year.

These scholarships are awarded to young men of outstanding ability who would otherwise be denied a college education or forced to suffer undue hardships in order to obtain one.

They are chosen from the entering male freshman students at Rice University and other male students of Rice University who have demonstrated ability and merit.

To be considered for one of these awards, the applicant must intend to train for a commission in the U. S. Navy. He also must be accepted as a member of the NROTC at Rice University. It is made on a year-

ly basis and special consideration is given to previous holders.

• **Daughters of the Cincinnati**—Offer scholarships only for the daughters of Regular Navy, Army, Air Force or Marine Corps officers. Of the 15 scholarships offered, 10 are elective. In other words, the student may choose her college. Three are at the College of William and Mary, Williamsburg, Va., and two are postgraduate scholarships to be used exclusively at the Teachers' College, Columbia University, N. Y. No scholarship awards are made after a student has entered college.

In addition, the applicant must have a high scholastic record and submit a transcript of recent grades. She must also have three letters of recommendation from teachers and one character reference.

The parent of the applicant must submit a statement of financial position showing need for financial aid.

In most cases, the \$700 annual scholarships are elective to a four-year course in a college of good standing.

Application forms and further information may be obtained from the Scholarship Secretary, Daughters of the Cincinnati, 953 Fifth St., New York 21, N. Y.

• **Massachusetts Institute of Technology**. Cambridge, Mass.—Sons of regular Army, Navy, Marine Corps and Coast Guard officers, who are admitted as undergraduate students to the institute, may receive half the regular tuition upon the recommendation of the Faculty Committee on undergraduate scholarships. The total number will not exceed 10 each year.

Applications should be addressed to the Dean of Freshmen and should be accompanied by documentary evidence that the applicant's father is a commissioned officer in the regular Army, Navy, Marine Corps or Coast Guard. The award is renewable upon recommendation of the committee during the succeeding undergraduate years.

• **Mount Vernon Seminary and Junior College**—Grants a reduction of 10 per cent in tuition fee for both boarders and day students to the daughters of officers and of widows of officers of the regular Navy, Marine Corps, Army and Coast Guard.

For further information, write to

All-Navy Cartoon Contest
A. Lozano, YN3(SS), USN



"Let's see . . . where did you say the ignition key was?"

the school located at 2100 Foxhall Road, Washington, D. C.

• **The Grace Moore Brewer Memorial Scholarship**—Established at the Medical College of Ohio State University is awarded annually by the Dean of the College of Medicine, Ohio State University.

The amount is determined by the earnings of the endowment fund when completed. It is usually in the vicinity of \$1000.

Preference is given to a direct descendant of a veteran of WWI, WWII or the Korean conflict.

The veteran must have been permanently disabled, or lost his life as the result of this service.

The descendant or applicant must meet the requirements for admission to the College of Medicine and must be in need of financial assistance.

The award commences with the premedical year and continues through the medical college till the degree of M. D. is earned, provided the student is enrolled as a full-time student.

The recipient of the award must attend the Medical College of the Ohio State University but he does not have to be a resident of Ohio. He is expected to specialize in the field of research or treatment of cancer until the disease has been conquered by medical science. This, however, is not a fixed requirement.

• **American Legion Auxiliary Scholarship Fund**—In varying amounts up to \$3000 for daughters and sons of honorably discharged World War veterans who have lived in Florida at least five years before application. Apply to Department Secretary-Treasurer, Box 4573, Jacksonville, Fla.

• **AMVETS Memorial Scholarships**—Are available to high school seniors whose fathers (or mothers) are deceased or totally disabled veterans of military service during World War II or the Korean conflict. Service must have been honorable and with the U. S. Armed Forces.

Death need not have been service-connected; disability, however, must be service-connected and be rated 100 per cent by the Veterans Administration.

Scholarships provide financial assistance for undergraduate study at any accredited college. The grants range from a minimum of \$500 to a maximum of \$2000 for four years.

All-Navy Cartoon Contest W. R. Maul, CTC, USN



Knights of Columbus, Drawer 1670, New Haven, Conn.

- **American Legion Scholarships**—Individual posts and units of the Auxiliary offer educational aids for the benefit of children of their communities. More detailed information may be obtained from the American Legion and Auxiliary Post, Unit and Department in your home town. A few specific American Legion Educational Programs are listed below:

- **National High School Oratorical Contest** The four finalists receive scholarships which may be used to attend any college or university in the United States. The winner receives \$4000; the runner-up \$2500; third, \$1000; and fourth place \$500.

There are an estimated several hundred scholarships for oratorical contest participants awarded at post, district and state levels. Rules can be obtained from principals in those schools which participate in the contest or from the local Legion post or from the state department headquarters of the American Legion.

- **National President's Scholarships** of \$600 each are awarded annually, two in each of five divisions. Candidates must be daughters of deceased veterans who served in World War I, World War II or the Korean conflict; are in their senior year or graduates of an accredited high school, but have not yet attended an institution of higher learning. They must be in actual need of help to continue their education.

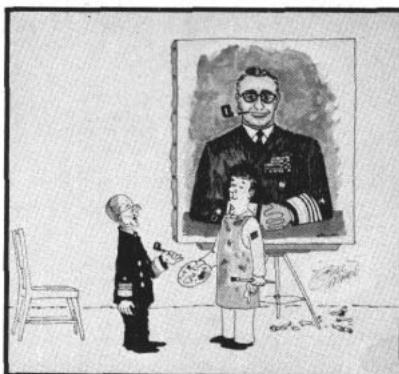
Information and applications may be secured from the education and scholarship chairman of the Auxiliary unit in the applicant's own community or from the Department Secretary.

- **The Forty and Eight Nurses Training Program** sponsors a program of nurses' training through its local units

- **The Eight and Forty Tuberculosis Nursing Scholarship Fund** assists nurses to secure advanced preparation for positions in either supervision, administration or teaching. Scholarship awards are \$1000 each. Application forms may be obtained from the American Legion Education and Scholarship Committee, Box 1055, Indianapolis 6, Ind.

- **The Defense Supply Association (New York Chapter)** has established an annual \$500 college scholarship award for children of military personnel in New York area.

All-Navy Cartoon Contest
W. R. Maul, CTCA, USN



"I like it!"

Sons and daughters of active, retired or deceased members (officers or enlisted) of the military establishment in the New York City area, extending into New Jersey as far as Fort Dix and upstate New York as far as Stewart Air Force Base in Newburgh are eligible. The area includes all of Long Island and Fairfield County, Conn.

Besides scholastic standing, other criteria will include leadership qualities, and financial need.

Applications may be made by writing to: Scholarship Committee, Defense Supply Association, New York Chapter, 261 Madison Ave., New York 16, N. Y.

Unless specified otherwise, further information on any of the above scholarships may be obtained from the Personal Affairs Division, Pers-G221, Bureau of Naval Personnel, Washington, D. C. 20370.

As mentioned before, loans are

Donald E. Tumbelson, RD3, USN



"We've just about finished with the schedule changes, Sir."

available to many students with little or no interest payable with the principal at a specified time after graduation. Your children, as you have read, are entitled to a number of scholarships by virtue of your military service or the military service of their ancestors.

Two programs under which loans are granted to Navy dependents are also listed here.

- **Retired Officers Associations Scholarships Program**—Offers an honor loan, interest-free, not to exceed \$400 yearly for four years, made to help defray expenses in institutions of higher learning.

Loans will be authorized on a basis of character, scholastic aptitude and financial need.

First year students must furnish a transcript of their high school records together with a statement that they are accepted for, and qualified, to pursue college or university work at the institution selected.

For following years, a transcript of the candidate's record for the year preceding his or her application must be furnished.

Also required is a statement that the candidate is without adequate means to engage in higher education, supported by a separate statement from the parent or guardian that the latter is unable, without hardship, to provide the necessary expenses.

Character references from at least two reputable persons are desired and an assurance that the candidate will sign a statement promising to repay in full, without interest, any loan as soon as possible after graduation.

Specific questions will be answered by the Secretary of the Scholarship Committee, 1616 Eye Street, N. W., Washington, D. C.

- **The Navy Relief Society College Loan Program**—Also offers interest-free loans for higher education at colleges, vocational schools and prep schools for the service academies.

Loans up to \$1000 a year or a total of \$4000 over a four-year course, based on need, are available to dependents of members of the Navy and Marine Corps, active, retired or deceased.

Requests for loans should be mailed to the Navy Relief Society Headquarters, 1030 Munitions Building, 20th and Constitution Avenue, N. W., Washington, D. C. 20360.

Answers to Your Queries Concerning the Recent Pay Law

PAY CHECKS throughout the Fleet are fatter these days, since enactment of the new military pay raise legislation. However, several questions have been asked by Navymen concerning measures of the pay bill. What are the actual provisions of the bill? How will the variable reenlistment bonus be paid, and who will receive the extra money? How will the pay raise affect retired pay?

The following report explains the pay raise, which went into effect as of 1 September, and provides information beyond the initial question "How much is my basic pay increase?"

With its many provisions, the recent pay legislation (which is in the form of an amendment to Title 37, U. S. Code) increased basic pay an average of 10.4 per cent for everyone on active military duty; liberalized the formula for computing increases in retired pay, and provided other benefits for several categories of military members and retirees.

Specifically:

- Enlisted personnel with over two years' service received a flat 11 per cent increase in basic pay. Those with less than two years' service received an average 17.3 per cent increase.

- Officers with over two years' service received a flat six per cent increase in basic pay. Those with less than two years' service received an average increase of 22 per cent (this amounts to an increase of \$53.40 a month over former salary for an ensign with less than two years' service).

- Hostile fire pay was increased

\$10, from \$55 to \$65 a month for both officers and enlisted men.

- Free postage was provided for servicemen in combat zones.

- A variable reenlistment bonus was authorized for first-termers in critical skills. Payments up to four times the amount of a regular bonus were authorized.

A provision of the bill requires the President to direct an annual review of military pay and allowances and report to the Congress, not later than 31 March of each year, any recommendations for adjustments.

Additionally, the bill requires the President to review the entire military compensation system every four years, with the first report due not later than 1 Jan 1967.

Retired pay—A two-part provision of the bill favorably affects military retirees. First, the amendment resulted in an immediate increase in retired pay for persons who retired before 1 Sep 1965. The increase was based on the advance in the Consumer Price Index between 1962 and August 1965.

Second, the amendment provides for a change in the permanent law under which retired pay increases are authorized. Previously, the law required that the Consumer Price Index must have advanced by three per cent or more for a full year before an adjustment could be made on retired pay. Now the three per cent advance in the index need be for only three consecutive months, at which time an appropriate adjustment can be made in retired pay.

Variable reenlistment bonus—The amendment leaves it up to the Secretary of Defense to decide the details of how the bonus will be awarded. Directives are presently being formulated. The provision, however, is for a maximum bonus equal to four times the normal bonus, that will go to individuals reenlisting for the first time in a critical skill.

The additional amount of bonus will be paid in equal yearly installments in each year of the reenlistment period, except when the Secretary of the service concerned determines, in meritorious cases, that it is in the best interest of the member to pay the additional amount in fewer installments.

Free postage—All members of the

Armed Forces serving in Vietnam are now entitled to free postage for any first-class mail which is sent to the United States, Puerto Rico, or any possession of the United States. This provision will remain in effect until the President determines that Vietnam is no longer a combat area.

Also, the free postage provision will apply to any other area or areas which the President declares combat areas for members of the U. S. Armed Forces.

That's it in a nutshell. In the unlikely event that you are not yet familiar with your new rate of basic pay, consult the chart on page 51 of the October ALL HANDS.

No Duty in Combat Areas For Sole Surviving Sons

During World War II, it was Navy policy, under certain conditions, not to assign a man to combat areas if he were the sole surviving son of a family depleted by losses in the service.

The Navy is again instituting this policy, which prescribes that officers (except those in the Regular Navy) and enlisted men on active duty will be assigned to non-combat areas if they are sole surviving sons from a family in which since 16 Sep 1940 the father of the family or one or more sons or daughters:

- Has been killed in the service.
- Died as a result of wounds, accidents or disease.
- Is in a captured or missing in action status.
- Is determined by the Veterans

M. S. Shropshire, CTSN, USN

All-Navy Cartoon Contest
S. C. Richardson, PH3, USN



"Well, Sir, now that you mention it, we are just a little bit undermanned down here."



"No trouble here, must be at your end."

Administration or one of the military services as being 100 per cent physically or mentally disabled, continually hospitalized or not gainfully employed as the result of a service-connected disability.

To be designated sole surviving son, the officer or enlisted man concerned must himself request, via his commanding officer, that this designation be made by the Chief of Naval Personnel.

All requests must contain the following data on members of the applicant's family on whom the request is based: full name, rank or rating, serial number and branch of service of each person killed, captured, missing in action or permanently disabled.

The request must also contain the statement that the applicant is the sole surviving son as defined above. The Chief of Naval Personnel will make the final determination and notify the applicant's commanding officer of the outcome.

An officer's designation as a sole surviving son will be indicated in block 24 of his current Officer Preference and Personal Information Card (NavPers 2774). Officers will insure that this designation is included in block 24 of all future submissions of the information card.

Enlisted men who are designated as sole surviving sons will be assigned an L-9 limited duty classification designator, provisions for which will be made in a future change to Article C-5208 of the *Bureau of Naval Personnel Manual*.

When a man is designated as a sole surviving son, he will not be assigned to duties normally involving actual combat with the enemy. This, however, does not mean that he will not be assigned to sea duty or to overseas locations. The limitation applies only to places or situations designated by the Secretary of Defense as areas where members would receive special pay for duty subject to hostile fire.

There may be instances in which a sole surviving son will be assigned to duty in a ship or unit which is unexpectedly ordered to a combat zone. In such instances, commanding officers will make provision for transfer of the men involved to non-combat areas as soon as possible.

An officer designated as a sole surviving son will not be retained on active duty beyond the expiration of

his initial obligated service unless he first requests removal of his designation as surviving son.

Enlisted men, likewise, will not be reenlisted unless the designation is removed.

Further information may be found in BuPers Inst. 1300.35.

List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

John Goldfarb, Please Come Home (3028) (C) (WS); Shirley MacLaine, Peter Ustinov.

Once a Thief (3029) (WS); Drama; Alain Delon, Ann Margret.

Deadwood '76 (3030) (C) (WS); Action Drama; Arch Hall, Jr., Jack Lester.

The Girls on the Beach (3031) (C); Musical Drama; Noreen Corcoran, Martin West.

Moss Rose (3032); Victor Mature, Peggy Cummins (Re-issue).

Suddenly It's Spring (3033); Paulette Goddard, Fred MacMurray (Re-issue).

To Hell and Back (3034); Audie Murphy, Marshall Thompson (Re-issue).

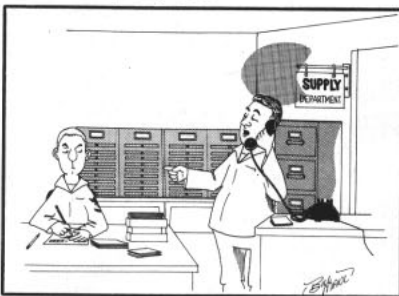
Nob Hill (3035); Joan Bennett, George Raft (Re-issue).

The Sandpiper (3036) (C) (WS); Drama; Elizabeth Taylor, Richard Burton.

Genghis Khan (3037) (C) (WS); Melodrama; Stephen Boyd, James Mason.

A Rage to Live (3038) (WS):

All-Navy Cartoon Contest
W. R. Maul, CTC, USN



"Hey, Jonesy, how about tossing me my pencil, black lead writing, one each . . . It's right there on my desk, gray metal secretary style, w/typewriter well . . ."

Drama; Suzanne Pleshette, Bradford Dillman.

Ship of Fools (3039): Drama; Vivien Leigh, Lee Marvin.

13 Rue Madeleine (3040); James Cagney, Annabella (Re-issue).

Road House (3041); Ida Lupino, Cornel Wilde.

Little Old New York (3042); Alice Faye, Fred MacMurray (Re-issue).

Western Union (3043); Robert Young, Dean Jagger (Re-issue).

The Third Day (3044) (C) (WS); Drama; George Peppard, Elizabeth Ashley.

Up From the Beach (3045) (WS); Drama; Cliff Robertson, Red Buttons.

The Curse of the Fly (3046) (WS); Suspense Drama; Brian Donlevy, George Baker.

Devils of Darkness (3047); Mystery Drama; William Sylvester, Carole Gray.

The Bowery (3048): Drama; Wallace Beery, George Raft (Re-issue).

Coney Island (3049); Cesar Romero, Betty Grable (Re-issue).

Trouble with Women (3050); Teresa Wright, Ray Milland (Re-issue).

Salty O'Rourke (3051); Alan Ladd, Gail Russell (Re-issue).

Backfire (3052) (WS); Adventure Comedy; Jean Seberg, Jean Paul Belmondo.

The Uninvited (3053); Ray Milland, Ruth Hussey (Re-issue).

Song of the Islands (3054); Victor Mature, Betty Grable (Re-issue).

Hollywood Cavalcade (3055); Alice Faye, Don Ameche (Re-issue).

Navy Relief Festival Pays

For the past 15 years, the Naval Air Station at Corpus Christi, Texas, has been staging an annual festival for the benefit of Navy Relief. In that time the festival has grown from a comparatively modest beginning which netted \$18,000 in 1951 to a two-day event at which 25,000 Texans inspected industrial and military exhibits, had fun on a carnival midway, won kewpie dolls at game booths and watched a spectacular air show featuring stunt flying routines by veteran Navy pilots.

This year, after NAS Corpus Christi had paid all the festival's bills, \$32,000 was left and was promptly turned over to the Texas Auxiliary of the Navy Relief Society.

Ōkinawa, Here We Come! Latest Report on Living Conditions

BEFORE YOUR TOUR of duty on Okinawa is over you will have undoubtedly encountered a typhoon. Don't give it a thought. It will make a nice conversation piece at later duty stations.

Okinawa may have several big winds in any given year (but this can happen also right here in the U. S. of A.) However, because modern construction and an efficient tracking and warning system have greatly reduced the destructive effects of the typhoons, you will have little to worry about.

That's what the people who live there say, and they should know.

Weather seems to be the primary consideration. Okinawa has a subtropical climate, comparable to Palm Beach. Extreme temperatures are rare and, in summer, the thermometer seldom goes over 90 degrees. However, the high humidity can make the heat seem greater and heightens the chill of the winter months, even though the temperature rarely goes below the lower 40s. Winds and rain are frequent, with or without typhoons. Average rainfall is about 80 inches a year. Take a raincoat. Take two raincoats.

As soon as you get the word, start checking off the things you will have to do;

- Immunization inoculations are required. Any Navy or other armed forces doctor, or federal public health doctor, will administer the inoculations free of charge. Be sure to get, and keep handy, an authenticated record of your inoculations.

- The Supply Department of your present duty station can tell you how to go about shipping your household effects and your auto.

- If you are taking dependents, you must have entry permission from Commander Fleet Activities, Ryukyu. Your present command should request this by message when you receive your orders.

- Although you will not need a passport, you may need one for future R & R trips. Get one now and save yourself future trouble. Your wife and other dependents must have passports issued by the State Department or the local office of the State Department if available. The

local county courthouse may also have the necessary forms. Ask that your passports be forwarded to the District Passenger Transportation Office, Com12, San Francisco. Pick them up when you check in for your overseas transportation. You will need at least six photos two and one-quarter inches square for your passport application.

- Your personnel office will provide you with the necessary forms for requesting transportation from your port of embarkation to Okinawa. Otherwise, Com12 will provide the forms upon request. How you get to the port of embarkation is your choice. The Navy will pay train or plane fare, or will pay mileage if you travel by private vehicle.

Overseas transportation is normally by MSTs or MATs from San Francisco. All you have to do is complete the necessary forms and forward them to DPTO, Com12. If eligible and cleared, Com12 will offer your dependents air or surface travel on a specified date. This offer must be accepted or rejected by wire or telephone immediately.

If you have authority to travel concurrently, inform Com12 and you will probably all go on the same ship or plane. If you are not traveling concurrently, make sure your wife keeps copies of all official papers, orders and transportation offers and has them in her possession when she checks in at Com12 for transportation. (This is one of the

times she will need her inoculation records handy).

- All financial transactions on or off base are conducted with U. S. currency. If travel pay was drawn before reporting to Okinawa, it is best to check in with the disbursing office there as soon as possible to fill out a travel itinerary and insure that your pay check is not affected.

Complete banking facilities are offered on base. In addition to checking and savings accounts, there is a complete travel service, including tickets, shipping and other assistance.

Housing

Navy housing is limited and there is usually a long waiting period for officers and enlisted personnel.

Priority is established on the basis of grade or rank, and the date of departure from CONUS. Some enlisted and a high percentage of officer housing is designated by billet.

Concurrent travel is authorized for captains and above, all commanding officers and certain billets designated by Commander Fleet Activities, Ryukyus. If you are assigned a sponsor and he can locate and rent a home for you, concurrent travel may be authorized.

Many men rent or buy private units off base until they are able to move into Navy housing. Increasing activity in construction has made more private units available, but the average time needed to locate and rent them is about two months. All private rentals must be government approved.

The majority of private rentals are relatively small, unfurnished two- and three-bedroom units with rates comparable to, or exceeding, state-side prices. In most cases they are not up to U. S. standards. Utilities are high, costing between \$15 and \$65 per month. If you are planning to buy, the usual price runs between \$3000 to \$5000.

The Navy does not, of course, provide furniture with which to furnish private rentals.

Your priority for government housing will not be affected by living in government-approved, off-base housing.

The refrigerators furnished may vary in size from six to 12 cubic feet, but there is no guarantee as

All-Navy Cartoon Contest
W. R. Maul, CTC, USN



"How about boatswain's mate?"

to the size you will receive. Because of this, some families bring their own. Beds may be either twin or double size, depending on the housing assigned.

Although most cooking is done with electric ranges, some people are turning to bottled gas, which is cheaper and will not fail during typhoons. Electricity is 110V-60 cycle, and all stateside appliances may be used.

What to Take—Although the government will provide most of the essentials if you occupy government quarters, the following items are not included: Small appliances, radio and television, clocks, dishes and glassware, baby furniture, rugs and linens, draperies, washing machine and dryer.

You may also want to take such items as garden tools and hose (including nozzles and sprinklers), toys, household tools, books, decorations, extra lamps and other easily portable gear for the home. Include coat hangers, as there never seems to be enough of them.

When you consider what clothing to take, keep the humidity in mind. The effect of both high and low temperature is increased.

In general, your wardrobe will be much the same as stateside. The winter months make items such as sweaters, warm suits, coats and a general assortment of winter clothing desirable. The summer months warrant a good supply of light cotton clothing.

Leather and furs will not stand up well in the humidity. If you want to buy clothes after you arrive, the island has a number of excellent tailors, many of whom are affiliated with Hong Kong firms, who will supply you with quality clothing at moderate cost.

The summer uniform is worn from April to November, and a raincoat is a necessity. A Small Stores is available, but the items are limited and you may have a long wait while they fill your order from Japan.

You will have trouble finding bridge caps, brown shoes, khaki socks, summer wash khakis and many uniform accessories. However, tailor shops can make all types of uniforms at reasonable rates.

Medical and Dental—The medical facilities at NAF have been designated an official military dispensary. As a result, no dependents are bedded in

the ward. Military personnel are usually kept for a maximum of 72 hours.

Although any serious case requiring extensive treatment is referred to the Army Hospital at Camp Kue, dependents may receive care for all sorts of minor ailments or injuries. Services include prenatal care until the end of the seventh month, at which time the mother-to-be is treated at Kue Hospital.

The dental facility is completely equipped to handle any type of dental work with the exception of dependent orthodontistry. NAF dentists handle almost all the naval units on Okinawa, their dependents, and Fleet personnel requiring prosthetic treatment if it is not available on board ship.

Quarters on Base

The Navy barracks are convenient to the base exchange, library, theater and galley, and each has a snack bar in the lounge area. For the most part you will find yourself in a cubicle with one or two other men, with large lockers and good beds. Chiefs and first class petty officers are billeted in two-man rooms.

Located just across the street from the barracks is a modern galley built in 1962 as part of a large construction project. Enlisted men eat at tables in the general mess; senior petty officers and officers have separate messes.

The same construction project built a new BOQ near the barracks. The suites consist of a large living area, four separate bedrooms and a small kitchenette.

All in all, living conditions for bachelors—either enlisted men or officers—appear to be remarkably pleasant and attractive.

Exchange and Commissary

The base exchange, one of a

number of major stores operated by the Ryukyus central exchange, has almost every item you will need. However, it may not have everything at the time you need it. If so, one of the exchanges at another installation may have the article you want.

However, the selection of shoes, some types of lingerie and hats is often severely limited. It is suggested that you bring a mail order catalog with you and arrange for someone in the States to buy items that you can't otherwise find.

There are a number of military commissaries, one of which is located at Naha. The selection is comparable to that found in stateside supermarkets.

If you decide to buy food locally or want to patronize any of the establishments which serve food and drink, be sure to look for the "A" sign. The sign, a red "A" stenciled on a white background, is your guarantee that the place meets or exceeds the minimum sanitation requirements. For your protection, those without the "A" are off limits.

Transportation

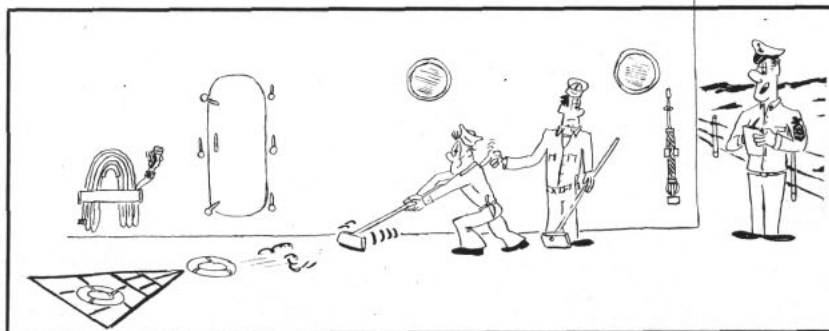
There are two types of taxis on Okinawa. The first is a regular sized auto with a starting fee of 25 cents and progressing at \$.04 intervals. Rates for the other, smaller type are about three-fifths of the regular, larger cab fare. However, the small cabs are not insured and are not allowed on military installations.

There are green Army buses which run regularly from Naha Air Base to Kadena Air Base. They are free to everyone and stop at military installations along their route. At Kadena, Army buses leave regularly for almost any military point on the island.

The various Okinawa buses are

All-Navy Cartoon Contest

Anthony Papa, SN, USN



"What's the score, men?"

fast and cheap, but figuring out their routes may be difficult and frustrating. If in doubt, it is suggested that you flag a cab. Buses cost about \$.01 per mile.

Prices for autos are somewhat above normal. If you are planning to ship your car, there are several factors to consider. Okinawa is very hard on cars because of the salty, humid air. Top speed limit is 30 miles per hour. Your large, shiny, new car will be ruined in short time unless you are willing and able to spend a great deal of tender loving care on it.

In view of all this, it is suggested that you take a car from two to five years old, preferably a six-cylinder model with a standard shift. Gas is low octane. Tires should be good, as many of the roads are unimproved and rocky. If you insist on bringing your convertible, be sure to bring along a special bucket for bailing it out. Remember what we said about typhoons and heavy rains?

The main roads are paved and there are plenty of commercial garage facilities.

Education

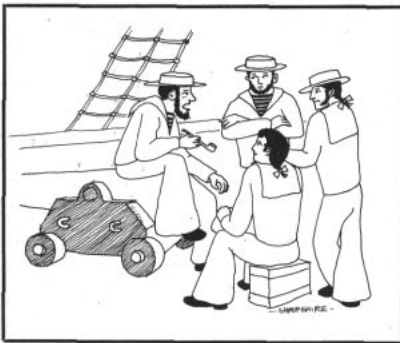
Educational facilities for children consist of primary, elementary, junior and senior high schools. Qualified teachers, up-to-date methods and well rounded courses are characteristics. Free bus transportation and inexpensive hot lunches are provided.

Although the schools are at several locations, enrollment is made at Camp Kue. Each child must present a report card or a transcript of previous school records in addition to a transfer indicating the date of the last school attendance. This means that you should keep your children's school records handy—don't pack them away with your household articles.

Kubasaki High School offers a complete range of subjects and requires a high standard of academic achievement. It is accredited by the North Central Association of Colleges and Secondary Schools, and credits received will be accepted by all high schools, colleges and universities.

Schooling is not limited to children. In addition to USAFI courses, Naha Air Base carries one of the seven education centers of the Far East Division of the University of

M. S. Shropshire, CTSN, USN



"You lads think the Navy's tough now?
Why in the old days . . ."

Maryland. Here, college credits can be earned at comparatively low cost.

The university also sponsors a series of high school courses which may be taken toward a high school diploma or for self-improvement. For a \$10 fee, dependent courses in typing and shorthand are also offered.

Base Chapel—There is one Navy chaplain attached to NAF, but the Air Force is served by two Catholic chaplains and four Protestant chaplains. The services offered in both the NAF and the Air Force chapels are Catholic and general Protestant. Denominational services are held at the other nearby military installations and civilian housing areas.

Commands to Receive New Military Training Guide

Naval officers who are responsible for training the men in their command will find a useful instrument in OpNav Inst. 1500.22.

The instruction is a command guide for general military training which contains six units on the following subjects:

- Naval history, customs and traditions, roles and missions.
- Naval career opportunities and qualifications for a naval profession.
- American democracy and hostile forces.
- Naval citizenship responsibilities.
- Personal affairs.
- Naval leadership: principles, practices and techniques.

Each unit has references concerning Navy policy on the subject, and a list of training sources, individual study materials, films and publications on this general subject.

Recreation

Special Services operates the Navy Recreation Center, the Barracks Athletic Facilities Complex, softball field, and the Athletic Equipment Issue Facility.

The recreation center, consisting of a number of quonset buildings, includes the Special Services office, reading room, poolroom, weight room and game room.

The Athletic Facilities complex, located in the immediate barracks area, contains an outdoor basketball court, two volleyball courts, a badminton court, horseshoe pits, shuffleboard court and a tennis court, complete with night lights. The softball field is located near the dispensary and is used for the interdepartmental softball league as well as the athletic contests between local naval units and visiting ships of the Seventh Fleet.

The sports program consists primarily of one team from various units in the Naha Air Base intramural leagues. In addition, Special Services conducts inter-departmental athletic leagues in selected sports, usually in volleyball, flag football and softball.

The Navy on Okinawa is a separate athletic area and, as such, conducts tournaments in major sports, sending the winning teams to Japan for their championship tournaments.

Information concerning R & R cruises and flights to Hong Kong is issued periodically by Special Services. In addition, the Special Services secretary has information on many off-island points of interest and can help you make travel arrangements for various countries in Southeast Asia.

Other facilities, operated by the Air Force at Naha, include softball fields, Adams Gym, the Education Center, skating rink, bowling alley, MARS station, swimming pool, auto shop, service club, library, theater and golf course. These are available to personnel of all services.

Naha Air Base has its own golf course with both sand and turf greens. However, the 18-hole course at Kadena Air Base and the Awase Meadows Country Club are more challenging. Both are available to officers and enlisted men.

Several officers' and enlisted clubs are available.

Civilian recreational facilities are limited to movie houses.

You're Saving Money Each Pay Day—Through Social Security

NO MATTER how wild-eyed a spendthrift you may consider yourself to be, you're not, really. You're saving money for your old age almost every payday.

If you are a Navyman on active duty, active duty for training (either regular or Reserve) or if you are a Midshipman at the Naval Academy or an ROTC member ordered to ROTC training for 14 days or more, you are making contributions under the Social Security Act as are members of all the other uniformed services.

The money you save today in the form of Social Security withholdings will provide a comfortable financial cushion for you in later years. The more you contribute now, the greater your benefits later. Servicemen have been paying Social Security taxes since 1957 when the levy was two and one-quarter per cent on the first \$4200 earned. On 1 Jan 1959, the levy was raised one-quarter of one per cent on the first \$4800 of basic pay. Then to three per cent in 1960 and three and one-eighth per cent in 1962.

Since 1 Jan 1963, three and five-eighths per cent of your base pay which did not exceed \$4800 has

been withheld from your pay check and, beginning 1 Jan 1966, this amount will be increased to four and two-tenths per cent for the first \$6600.

This deduction is not pro-rated throughout the year; it is made on the basis of the entire amount of base pay earned each month until the amount deducted totals \$174.

Since you are paid by the government, the government, as your employer, contributes a sum equal to your contribution. When the tax rate increases next New Year's Day, the maximum amount which can be withheld will also be increased to \$277.20.

Neither a lump-sum payment for accrued leave nor basic pay earned while on inactive duty training is considered to be base pay subject to Social Security withholding.

Although Navy men may view the Social Security deductions from their pay check with something less than unrestrained joy, the deductions amount to savings which will provide a financial cushion that you will find most convenient when you reach the age of 62, at which time can begin receiving reduced Social Security benefits or age 65 for full benefits.

However, if you become totally disabled before 65, benefits may be made payable to you and your dependents at age 65 rates—and these in addition to any disability payments you may be receiving.

Social Security coverage may also provide a monthly income for your widow and children or for your dependent parents should you die while covered by the provisions of the Act.

ALSO, BEGINNING JULY 1966, an additional health insurance program for most U. S. citizens age 65 or over goes into effect.

The health insurance program consists of two plans. The first covers hospital and hospital related services. The second helps pay for physician's services and other medical expenses not covered by the hospital plan.

The hospital plan is now available without the payment of premiums to all who are now 65 years of age or who will be 65 by 1 Jul 1966 and who are now eligible to receive Social Security benefits.

The second plan, covering physicians' services, includes only those who are 65 or older who voluntarily enroll in the plan and pay a premium of three dollars monthly. For this plan, the government makes a matching contribution.

If you were born after 1925 (1928 for women), to be eligible for Social Security retirement benefits, you will need 40 calendar quarters of coverage. This amounts to 10 years of coverage before you are fully insured. A quarter is defined as a three-month period in which you earned at least \$50.

If you earn six calendar quarters of coverage within three years before your death, you are, in Social Security language, *currently insured* and your dependent survivors are eligible to receive benefits.

You retain your currently insured status 18 months after you are separated from military service even if you do not get a job which is covered by Social Security during that period.

As mentioned above, a currently insured status pays off in monthly benefits only if you die and leave children. These benefits are payable to children under 18 (22 if attending school) or who are disabled.

If you want to figure the approximate amount you will receive when you begin collecting Social Security benefits, use this table.

SAMPLES OF MONTHLY CASH BENEFIT PAYMENTS

Average yearly earnings after 1950	\$ 800 or less	\$1800	\$3000	\$3600	\$4200	\$4800	\$5400	\$6600
Retirement at 65	\$ 44.00	\$ 78.20	\$101.70	\$112.40	\$124.20	\$135.90	\$146.00	\$168.00
Disability benefits								
Retirement at 64								
Retirement at 63	38.20	67.80	88.20	97.50	107.70	117.80	126.60	145.60
Retirement at 62	35.20	62.60	81.40	90.00	99.40	108.80	116.80	134.40
Wife's benefit at 65 or with child in her care	22.00	39.10	50.90	56.20	62.10	68.00	73.00	84.00
Wife's benefit at 64	20.20	35.90	46.70	51.60	57.00	62.40	67.00	77.00
Wife's benefit at 63	18.40	32.60	42.50	46.90	51.80	56.70	60.90	70.00
Wife's benefit at 62	16.50	29.40	38.20	42.20	46.60	51.00	54.80	63.00
One child of retired or disabled worker	22.00	39.10	50.90	56.20	62.10	68.00	73.00	84.00
Widow age 62 or over	44.00	64.60	84.00	92.80	102.50	112.20	120.50	138.60
Widow at 60, no child	38.20	56.00	72.80	80.50	88.90	97.30	104.50	120.20
Widow under 62 and 1 child	66.00	117.40	152.60	168.60	186.40	204.00	219.00	252.00
Widow under 62 and 2 children	66.00	120.00	202.40	240.00	279.60	306.00	328.00	368.00
One surviving child	44.00	58.70	76.30	84.30	93.20	102.00	109.50	126.00
Two surviving children	66.00	117.40	152.60	168.60	186.40	204.00	219.00	252.00
Maximum family payment	66.00	120.00	202.40	240.00	280.80	309.20	328.00	368.00
Lump-sum death payment	132.00	234.60	255.00	255.00	255.00	255.00	255.00	255.00

Generally, in figuring average yearly earnings after 1950, 5 years of low earnings or no earnings can be excluded. The maximum earnings creditable for social security are \$3600 for 1951-1954; \$4200 for 1955-1958; \$4800 for 1959-1965; and \$6600 starting in 1966. Because of this, the benefits shown in the last two columns on the right will not generally be payable for some years to come. When a person is entitled to more than one benefit, the amount actually payable is limited to the largest of the benefits.

They are also payable to your widow (including a surviving divorced mother in some circumstances) who has in her care children who are under 18 or disabled.

Your wife may collect Social Security benefits when she reaches age 62 whether or not there are children. If your wife decides to receive payments before she is 65, she will receive a reduced amount as long as she receives a wife's benefits unless she is caring for one of your children under 18 years of age or disabled and collecting payments based on your account.

It might be well to note here that your wife would be ahead of the game for the first 12 years if she elects to accept reduced benefits at 62. After that length of time, she would be better off financially had she waited until she reached 65. Wives must have been married at least one year before they are eligible for Social Security benefits.

A stepchild of a retired or disabled worker may also receive benefits if his mother was married to the worker at least one year before application for benefits was made.

Here is a table which will help you determine how many quarters you will need to be fully insured.

If you reach age 65 (62 for women) or die in	You will need this number of credits
1965	14
1966	15
1967	16
1968	17
1969	18
1970	19
1971	20
1972	21
1973	22
1974	23
1975	24
1976	25
1977	26
1978	27
1979	28
1980	29
1981	30
1982	31
1983	32
1984	33
1985	34
1986	35
1987	36
1988	37
1989	38
1990	39
1991 on	40

All-Navy Cartoon Contest C. Wise, HMCS, USN



"I know we said we'd 'keelhaul' him, but I didn't mean it literally."

When you or your dependents become eligible for Social Security benefits, you (or they) must apply for them, for payment is not made to you automatically when you reach Social Security retirement age or to your survivors when you die.

When application for benefits is made, you will need your Social Security card, proof of your age, marital status and relationship to you of any children involved.

If you were in the service before 1 Jan 1957, you were granted a free wage credit of \$160 per month. This over-all time can, in turn, be divided into two periods for determining whether credits can be granted. These are from 16 Sep 1940 to 24 Jul 1947 (World War II period) and from 25 Jul 1947 to 31 Dec 1956 (postwar period). If you are eligible for this military credit all you have to do to receive it is show your DD Form 214.

You can prove your age by showing any reasonably old record which gives your date of birth. The best record for this purpose, of course, is a birth certificate. If this is not available, an old family bible record, a baptismal certificate, an insurance policy or a marriage record will do. The principal qualification is that it must be old enough to preclude the possibility of premeditated deceit to obtain benefits.

If either you or your wife were married to someone else before you married each other, you should also have proof concerning the termination of that marriage either by death

(death certificate) or divorce (divorce decree).

If you lack some of this documentation, consult your local Social Security office and you will probably receive some suggestions concerning proof which you can produce.

Retired Navymen may wonder just how much their Social Security income will supplement their retired pay when they reach age 65. The current range of payment extends from \$44.00 for a single recipient to \$203.90 for a veteran and his wife.

The exact amount of Social Security benefits you and your family will receive depends, of course, on the average amount of your earnings preceding the day you retire, become disabled or die.

It is possible to obtain an approximate idea of the amount of money you will receive, however, by consulting the tables of examples of monthly cash benefit payments. You would receive the same amount shown in the table if you were disabled that you would receive when you reach 65.

Payments to your dependents are computed from the amount you are eligible to receive. Regardless of the number of your dependents, the total amount to which your family is entitled cannot exceed the maximum family payment shown in the examples of monthly cash benefit payments as shown on page 48.

ANSWERS TO QUIZ AWEIGH

Quiz Aweigh may be found on page 37.

1. (a) 72 hours. Commanding officers may grant 96-hour liberty only when specifically authorized by the Chief of Naval Personnel. Saturday and Sunday must be included in the 96-hour period.

2. (c) Never. This is a provision of the Armed Forces Leave Act of 1946.

3. (b) 30 days. However, minus leave credit cannot exceed the amount of leave that would normally be earned during the remaining period of obligated active duty, except in emergency situations, which allow up to 45 days minus credit.

4. (a) When departing from duty station. However, if emergency leave is taken from an overseas location, leave commences upon arrival in continental U. S. and terminates at the spot of debarkation for travel back overseas.

5. (c) Either credit or cash, but not both. A combination of cash settlement and carry-over of unused leave is not permissible.

6. (b) Not chargeable as leave.

7. (b) Not chargeable as leave.

Undergraduate Program Now Open to Reserve Officers

THE NAVY'S Undergraduate Program, previously available only to officers of the Regular Navy, is now open to Naval Reserve Officers on active duty as well. If your grade is lieutenant junior grade, lieutenant, or lieutenant commander, and you do not hold a baccalaureate degree, this may be your opportunity to obtain one.

The Undergraduate Program, as you probably know, is designed to raise the educational level of officers on active duty and to increase the number of Navy officers qualified for education at the graduate level.

Should you be interested in obtaining a Bachelor of Science or Bachelor of Arts degree, take a look at these minimum requirements and see how you stand.

- You must be in the unrestricted line or Supply Corps in the grades of lieutenant junior grade through lieutenant commander (Limited Duty Officers are not eligible).

- You must not have failed of selection.

- You must not have reached your 40th birthday at the time the selection board meets (usually in July).

- You must have an advanced undergraduate standing of at least 45 semester hours (67½ quarter hours) from an accredited educational institution, and you must have maintained at least a "C" average. (You may be granted up to a maximum of 30 semester hours credit for service schools attended. This means that you must have at least 15 semester hours from educational institutions other than service schools. You will not receive credit for college-level GED tests or Navy Correspondence courses.)

- Your previous undergraduate work must include mathematics courses at least through college level algebra.

If you have participated in the Five-Term Program, or you previously attended a postgraduate curriculum of one academic year or longer, you are not eligible for the Undergraduate Program.

If you meet these requirements, and you are still interested, all you have to do is apply.

You must write a letter-type application (in duplicate) to establish

your academic eligibility. Be sure to include:

- Your date of birth.
- Your date of rank.
- Two copies of high school transcripts.
- Two copies of transcripts from each college you attended.
- Two copies of college-level USAFI course completion certificates, if any.
- An original and one copy of "Application for Credit for In-Service Educational Experiences, (DD Form 295), listing all service schools attended.

In addition, you should indicate on your preference card that you want the Undergraduate Curriculum (number 461).

A selection board will convene (usually in July) to consider those officers who have established their eligibility for the Undergraduate Program, and are due for shore duty during the following year. Needless to say, your performance and your academic background will carry a lot of weight with the board.

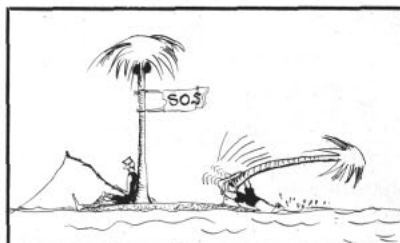
Should your name be among those selected, you can look forward to receiving orders to the Postgraduate School in Monterey. You may be there up to two years, depending upon the amount of credit given for previous undergraduate work.

Further information may be found in BuPers Inst. 1520.97.

A New Opportunity

• **NENEP**—If you are a petty officer in the hospital corps on active duty (either male or female), your chances of a commission may be better than you think. Under a new program called NENEP—the Navy Enlisted Nursing Education Program—you may be able to qualify as a

All-Navy Cartoon Contest
C. A. Deleon, DMSN, USN



"Say, Fred, got a bite yet?"

Nurse Corps Officer in the Naval Reserve.

With an uninterrupted four-year education (possibly three years if you have enough college already behind you), you can earn a baccalaureate degree in nursing. Upon receipt of your degree, you will, of course, have to take the required state board examinations for licensing as a registered nurse.

When you receive your license, you are commissioned Ensign (2905), and head for Officer Candidate School at Newport, R. I. Upon completion, you go to work at a naval hospital.

Should you be commissioned through this program, you will be required to spend four years on active duty.

If this sounds attractive, take a look at these eligibility requirements and see whether you qualify:

- You must be a U.S. citizen.
- You must be less than 24 years old as of 1 July of the year in which application is made. However, a waiver on the age requirement may be made on the basis of one year for each year of transferable college credits.

- Men may be either single or married, but women must be single at the time they enter the program. They may, however, be married after entering the program or during the active duty obligation, but must agree not to request discharge or submit resignation by reason of marriage.

- You may have dependents, except women cannot have dependents under 18.

- You must be a high school graduate with at least a C-plus grade average.

- You must have a combined GCT/ARI score of 118.

- You must have no record of conviction by general, special or summary court martial, and no record of non-judicial punishment for the two-year period preceding 1 July of the year in which application is made. And you must have no record of civilian conviction other than minor traffic offenses.

- You must meet the standards which are required of a prospective officer.

If you meet these requirements, you might do well to check into the program. For more information, see BuPers Inst. 1120.37.

Coastal Sports Meets Set Up In Streamlined Schedule

The big word is "change" in the 1966 All-Navy and Interservice sports schedule.

Emphasis will be on saving time in the eliminations by dropping the regional tournaments in boxing, senior golf and senior tennis. Competition will be open to all district or local activity representatives. Tournaments will be held on a coastal basis, instead of regional, in preparation for the All-Navy tournaments.

Naval Amphibious Base, Little Creek, Va., and Naval Station, Treasure Island, Calif., have been designated as hosts for the coastal meets in boxing. South Atlantic and Pacific Coast regional coordinators will nominate hosts for the senior tennis coastal competition. North Atlantic and Pacific Coast will nominate hosts for senior golf play on their respective coasts.

In keeping with the *Special Services Manual*, districts are encouraged to hold their own championships as they have in the past, but there is one change. Individual commands may also nominate participants directly to the coastal championship tournaments, provided the nominees have not already competed in a district championship from which nominations to the All-Navy are to be made.

In other words, district championships may be bypassed in favor of the direct route to coastal competition, but once an individual has competed in a district meet and lost his bid for a coastal nomination, he cannot then be nominated to the coastal meet by his parent command.

Two sports, wrestling and swimming, have been dropped on the All-Navy level. However, rather than eliminating championship competition entirely, the All-Navy tournaments in these sports will be replaced by East and West Coast meets, which will be open to all individuals and teams nominated by parent commands.

Interservice wrestling will be continued, so the winners of the coastal championships will be considered as participants. Parent commands may also nominate entries for the Interservice meet.

There will be no Interservice swimming. Until this year, the Navy

was the only service to have swimming competition on an All-service level.

Where an Interservice meet succeeds an All-Navy tournament, teams will be chosen to represent the sea service. The All-Navy will be used as a basis for selection.

Two new sports have hit the schedule for the 1966 season—judo and track and field. Both will be held on the Interservice level, but not on an All-Navy level.

Nominations to the Navy teams in the two sports will be made from individual commands. Particular consideration will be given the winners of area competitions where they are held.

Individuals in track and field events will be expected to meet minimum qualifying standards to be set at a later date.

Basketball, volleyball, bowling and softball eliminations remain unchanged.

Regional coordinators for the 1966 All-Navy schedule are: Com14, Western Pacific region; Com12, Pacific Coast; Com5, South Atlantic; and Naval District of Washington, North Atlantic.

• **CASH AWARDS**—Navymen will soon begin receiving cash awards for their money-saving ideas on the same basis as that now authorized for Civil Service employees.

Public Law 89-198 authorizes payments up to \$25,000 to servicemen for money-saving beneficial suggestions, inventions and scientific achievements which are adopted or which merit recognition.

Details of how the suggestions will be processed have not been worked out as yet. Navy Department officials are conferring with other representatives of the Department of Defense to set up the program.

However, all contributions submitted after 14 October will be considered, and are eligible for an award.

The suggestion form NavExos 12450/8 (Revised 3/64), normally used by Civil Service employees, should also be used by Navymen when it is available.

When this form is not available locally, suggestions should be submitted to the commanding officer, and should be identified by the name, rank/rate and serial number

of the contributor.

Helpful guidelines for developing a suggestion include explanation of:

- What it is.
- Where it has application.
- Who should do it.
- When it was or should be done.
- How it should be done.

Further instructions concerning this program, including how suggestions will be processed and the appropriate award scales, will be issued as soon as they are developed.

AINav 69 announced the program to the Fleet.

New Correspondence Courses Available for Study

Here is a list of the new correspondence courses available through the Navy Correspondence Course Center in Scotia, N. Y.

• *ECC Airman*, NavPers 91600-B (supersedes NavPers 91600-A).

• *ECC Communications Technician M 3 and 2*, NavPers 91557-B (supersedes NavPers 91557-A).

• *ECC Damage Controlman 1 and C*, NavPers 91546-1C (supersedes NavPers 91546-1B).

• *ECC Aviation Electronics Technician 1 and C (Confidential)*, NavPers 91615-C (supersedes NavPers 91615-B).

• *OCC Economics of Defense*, NavPers 10425.

• *OCC Engineering Administration*, NavPers 10992-A (supersedes NavPers 10992-5).

• *ECC Electrician's Mate 1 and C* (NavPers 91526-1A) supersedes NavPers 91526-1.

• *ECC Utilitiesman 1 and C* (NavPers 91596-2) supersedes NavPers 91596-1A.

• *ECC Air Controlman 3 and 2* (NavPers 91676-1A) supersedes NavPers 91676-1.

• *ECC Quartermaster 1 and C* (NavPers 91253-C) supersedes NavPers 91253-B.

• *ECC Damage Controlman 3 and 2* (NavPers 91544-2B) supersedes NavPers 91544-A.

• *ECC Equipment Operator 3 and 2* (NavPers 91574-2B) supersedes NavPers 91574-2A.

• *ECC Gunner's Mate (Missiles) 3 and 2* (NavPers 91379) supersedes NavPers 91354-B and NavPers 91355-1C. (Classified Confidential.)

• *OCC Education and Training* (NavPers 10965-B) supersedes NavPers 10965-A2.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, BuPers Instructions and BuPers Notices that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 65—Announced signature by the President of Public Law 89-214, which automatically covers every active duty member of the uniformed services with \$10,000 life insurance.

No. 66—Announced approval by the Secretary of the Navy of the report of a selection board which recommended women line officers for promotion to lieutenant commander.

No. 67—Announced approval by the President of the names of officers nominated for promotion to the grade of rear admiral.

No. 68—Discussed details of disbursing procedures for Serviceman's Group Life Insurance.

No. 69—Announced signature by the President of Public Law 89-198, which authorizes cash awards to military personnel for suggestions, inventions or scientific achievements which contribute to the efficiency and economy of government operations.

No. 70—Discussed tentative procedures to be followed by disbursing officers when serviceman elects other than full \$10,000 coverage of SGLI.

No. 71—Required that certain medical supplies be suspended from issue and use.

No. 72—Announced approval by the President of the names of staff officers nominated for promotion to the grade of rear admiral.

No. 73—Announced approval by the Secretary of the Navy for the President of report of a selection board which recommended line officers for temporary promotion to the grade of lieutenant commander.

No. 74—Described steps to be taken to meet the underway requirements for entitlement to submarine pay.

No. 75—Announced approval by

the Secretary of the Navy for the President the report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of major.

No. 76—Announced approval by the Secretary of the Navy for the President the report of a selection board that recommended Marine Corps officers for temporary promotion to the grade of captain.

Instructions

No. 1120.33C—Invites applications from permanently commissioned USN officers, temporary LDOs, and USNR officers for transfer between unrestricted line and restricted line of the Regular Navy.

No. 1300.35—Describes the policy and procedures for the designation and assignment at their own request of officers and enlisted personnel as sole surviving sons. Does not apply to USN officers.

No. 1900.3—Sets forth a list of major naval activities in the United States where Navymen arriving from overseas for separation should report.

Notices

No. 1306 (27 September)—Announced procedures for assigning enlisted personnel completing tours in Vietnam.

No. 1221 (28 September)—Provided changes to *Manual of Navy Enlisted Classifications* (NavPers 151051).

No. 1430 (1 October)—Listed the names of those advanced in rating to chief petty officer.

No. 1620 (4 October)—Reemphasized the need for commanding officers to exercise great care in the supervision of family responsibilities

of enlisted personnel to register allotments in amounts sufficient to meet domestic obligations.

No. 1120 (6 October)—Announced the selection of personnel recommended for appointment in the grade of ensign, Medical Service Corps.

No. 5890 (8 October)—Described details of PL 89-185, which increases the maximum amount payable on personal property damage claims from \$6500 to \$10,000.

No. 1418 (28 October)—Announced the schedule for Navy-wide examinations for enlisted personnel in February, and provided information regarding the advancement in rating and changes to the procedures of BuPers Inst. P1430.7D for this examining period.

No. 1430 (29 October)—Announced the names of those selected for advancement to senior and master chief petty officer.

• **CREDIT FOR CRUISES**—Navymen who voluntarily extended their enlistments for the purpose of completing a cruise will receive credit towards completion of the all-Navy four-month involuntary extension.

In other words, men who extend to make a cruise will not have to serve the full four-month involuntary extension when they return to CONUS. The period of their cruise extension will be subtracted from the additional four months.

Although the AINav which announced the four-month extension had provisions crediting Navymen who extended at the Navy's request (NavOp 10), men who extended for cruises were not mentioned.

NavOp 16, which announced the rules on cruise extensions, also had a few words concerning early discharge due to insufficient obligated service to complete—or begin—a cruise.

In the past, commanding officers have had the authority to discharge men up to three months early if there were the possibility of being held on board past their EAOS because of the unit's deployment.

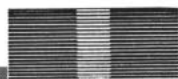
During the involuntary extension commanding officers will not discharge such men, but make them available to the fleet EPDO for transfer to another unit where they may serve until their normal—extended, at present—discharge date.

All-Navy Cartoon Contest
D. E. Giebner, SN, USN



"You want your sideburns? Okay, hold out your hands."

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ DEUTERMANN, HAROLD T., Vice Admiral, USN, as Vice Chairman and Chairman, U.S. Delegation, United Nations Military Staff Committee; Commander Eastern Sea Frontier; and Commander, Atlantic Reserve Fleet, during the period from February 1963 to April 1965.

★ REICH, ELI T., Rear Admiral, USN, as head of the Special Navy Task Force for Surface Missile Systems (later known as the Surface Missile Systems Project) from July 1962 to April 1965.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ LEE, John M., Rear Admiral, USN, as Executive Officer of the United States/Organization of American States Emergency Relief Mission to the Dominican Republic from 17 May to 9 Jun 1965, for his contributions to the success of the relief team operation, which trebled the flow of free food into Santo Domingo, and expedited delivery of medical supplies in the crisis.

★ QUIGLEY, Donald F., Captain, USN, as Assistant to the Director, Ships Material Readiness Division, Office of the Chief of Naval Operations, from July 1962 to May 1965, for his contributions to the development and implementation of the Standard Navy Maintenance and Material Management (3M) Program.

★ RE DAVID, Louis F., Captain, SC, USN, as Supply Officer, Marine Corps Air Bases, Eastern Area, and Marine Corps Air Station, Cherry Point, N.C., from 28 Sep 1962 to 1 Jan 1965, for his contributions in initiating improvements in Marine logistic support, and in inventory management systems that will have a Navy-wide application.

★ ROBBINS, Spencer E., Captain, USN, as Director of Congressional Investigations, Office of Legislative Affairs, Department of the Navy, from September 1962 to August 1965, for his contributions in classified matters vital to the security of the U.S. and for work in aircraft development investigations, which have established lasting patterns for future use.

★ RUCKNER, EDWARD A., Rear Admiral, USN, as Deputy Chief of Naval Material (Development) and Chief of Naval Development, from December 1963 to May 1965, for his accomplishments in directly supervising the establishment of a centrally coordinated organization for the development and evaluation of new warfare and support systems.

★ SMITH, HARRY, Rear Admiral, USN, as Deputy United States Representative to the Standing Group and Military Committee of the North Atlantic Treaty Organization from 1 Jul 1963 to 30 Jun 1965, for his contributions to the advancement of U. S. interests in NATO and the development of effective relationships with counterpart officials of Allied nations.

★ WALKER, FRANCIS D., JR., Captain, USN, from 1 Aug 1962 to 30 Jun 1965, with the Weapons Systems Evaluations Group, Office of the Director of Defense Research and Engineering, Office of the Secretary of Defense, for his contributions to weapons systems evaluation.

★ WARD, Robert E.M., Rear Admiral, USN, as Commander Naval Reserve Training Command, for his accomplishments in a reoriented Naval Reserve training program, and his improvement of the readiness of the Selected Reserve, contributing to the overall Navy mobilization capability.

★ WENDT, Waldemar F. A., Rear Admiral, USN, as Director, Strategic Plans Division, Office of the Chief of Naval Operations, from November 1962 to July 1965, for his contributions to the formulation of major Navy and Joint plans and policies directly affecting United States security.

★ ZUMWALT, ELMO R., JR., Captain, USN, for service to the Assistant Secretary of Defense (International Security Affairs) from 25 Jun 1962 to 19 Nov 1963, and as Executive Assistant and Naval Aide to the Secretary of the Navy

from 19 Nov 1963 to 21 Jun 1965, for his contributions in politico-military matters during the Cuban crisis and in matters of great importance to national security.

Gold Star in lieu of Second Award

★ AILES, JOHN W., III, Rear Admiral, USN, as Commander Service Force, U. S. Atlantic Fleet, from 27 Jul 1963 to 30 Jun 1965, for his accomplishment in developing and implementing an operational concept which increased the flexibility and extent of mobile logistic support to the Fleet available from limited and aging resources.

Gold Star in lieu of Second Award

★ BOND, George F., Captain, MC, USN, as Senior Medical Officer of Project Sealab I from 1 Apr to 4 Aug 1964, for his contribution to the basic research of correct breathing mixtures for the aquanauts, which was a prime factor in the operation's success.

Gold Star in lieu of Second Award

★ DORSEY, JACK S., Rear Admiral, USN, from 3 Dec 1962 to 1 Dec 1963 as Deputy Director, Communications Satellite Project Office, Defense Communications Agency, and from 2 Dec 1963 to 15 Jun 1965 as Chief of Staff, Defense Communications Agency, for his contributions in complex communications-electronic matters.

Gold Star in lieu of Third Award

★ RENKEN Henry A., Rear Admiral, USN, as Deputy to the Assistant Chief of Naval Operations (General Planning and Programming) from 27 Mar 1962 to 10 Jan 1963 and as Assistant Chief of Naval Operations (General Planning and Programming) from 10 Jan 1963 to 11 Jun 1965, for his contributions to the reorganization of the Navy Program Planning System, leading to increased effectiveness and operating efficiency of the Department of the Navy.

Gold Star in lieu of Fourth Award

★ ROEDER, Bernard F., Vice Admiral, USN, as Assistant Chief of Naval Operations (Communications) and Director, Naval Communications, from October 1961 to May 1965, for his accomplishments in the planning and implementation of complex programs for the improvement of Navy communications, and his contributions in the first installation of communication satellite terminals in combatant ships.

LETTERS TO THE EDITOR

Seavey Status Depends on Backlog

SIR: I have two quick questions. The first—has a cutoff date been established for the next E-8/E-9 examination? As you know, this year the cutoff date was 16 Jan 1966. Will it be 16 Jan 1967 for the next examination?

The second question—In view of the current situation, will Seavey continue working in the same manner as in the past?—E. H. C., PNCA, USN.

• For advancement to pay grades E-8 and E-9, time in present pay grade and in service is computed to 16 January of the following year. This is standard procedure.

If you have studied *Alnav 45*, BuPers Notice 1306 of 14 Jul 1965, or read the Bulletin Board article beginning on page 52 of the September issue of *ALL HANDS*, you will know, by now, that sea duty cutoff dates have been established for Seavey C-65. Thirty-five ratings were omitted from C-65 because there was a backlog in these ratings which was becoming unmanageable. As soon as the backlog is reduced in the 35 omitted ratings, they, too, will be included in Seavey; otherwise, Seavey continues as before.—Ed.

Why Can't I Have Sea Duty?

SIR: I am a signalman. I was transferred from sea to overseas shore duty a short time ago, then disappointment set in. I am presently attached to a naval communications station, performing the work of a radioman.

I don't think most SMs desire this type of duty, nor are they suited for it. For my own part, I would rather be back at sea, where I can work in my rating.

Since there's no real need for our services, why are SMs ordered to COMSTAS?—P. R. C., SM2, USN.

• It's primarily for rotation purposes, but also for the purpose of manning our always critical communications billets. There are but a limited number of billets ashore where signalmen can work in their rating (primarily instructor jobs). The COMSTA billets in CONUS and overseas give SMs a fair opportunity for rotation ashore. A COMSTA is the most logical place for assignment under these circumstances, since both signalmen and radiomen work in the communications field.

However, if you prefer to remain at sea, you may write to the Commanding Officer, Enlisted Distribution Office, U.S. Pacific Fleet, and request reassignment to arduous sea duty.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

HM to MD?

SIR: According to SecNav Inst. 1500.4A, it is possible for a Navyman, under certain conditions, to obtain a fellowship, scholarship or grant and attend a college or university on a full-time basis while in an active duty status.

Recently a hospital corpsman third class stopped by my office to see about the possibility of an assistance aid program whereby he can obtain the education necessary to become a medical doctor. As I see it, this program fits his needs perfectly.

Is there a list which would show the sponsors or donors who offer these fellowships, scholarships or grants? And if you have any other advice, information or clarification about this program,



GLAD TO BE BACK—Navy pilot LTJG Michael Weakley shows hole in wing of A4E Skyhawk, received in reconnaissance mission over Vietnam. He was able to get back to USS Midway (CVA 41) despite damage to plane.

I would appreciate receiving it. I can always use it to explain the program to someone else.—R. D. H., PN1, USN.

• The Navy does not have a program in which a hospital corpsman may pursue full-time studies which lead to a doctor's degree in medicine. Actually it would hardly be feasible for him to obtain the financial assistance under the provisions of this instruction.

In the first place, it is doubtful that donors of these fellowships, scholarships and grants would consider a hospital corpsman while he is on active duty. Remember, it takes approximately eight years of study for him to obtain his degree, and this is followed by a year of internship.

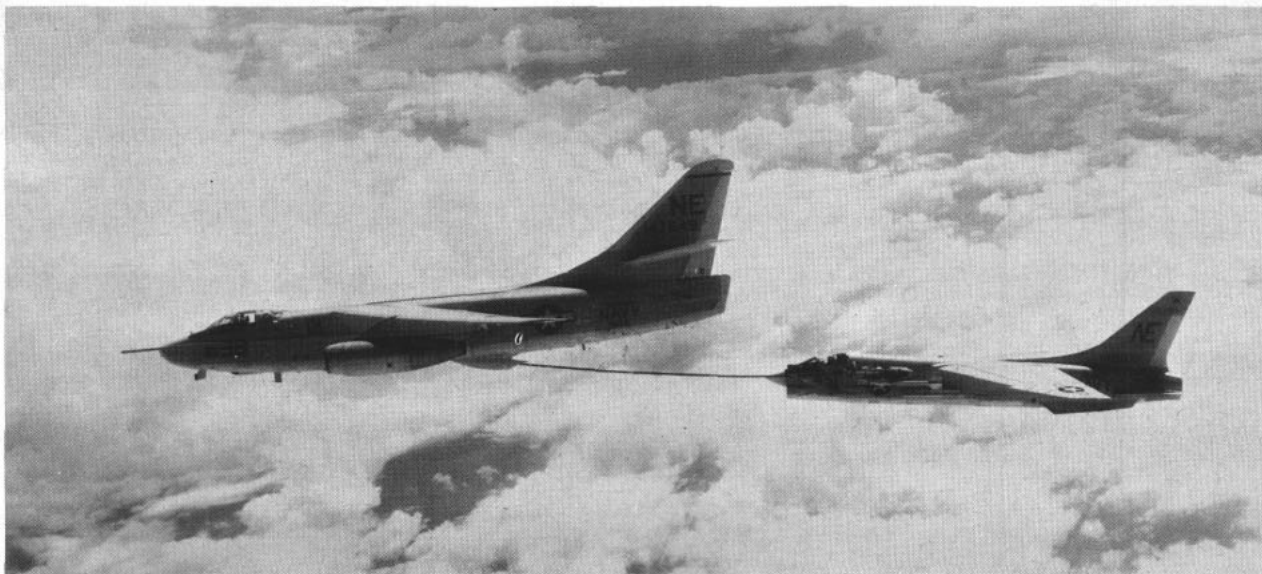
And secondly, SecNav Inst. 1500.4A requires the recipient of this assistance aid program to agree to serve three times the length of the period of education or training which he received. In the HM's case, his period of obligated service could run as high as 24 years. We don't think he would really want that.

There are, however, several programs available to the hospital corpsman through which he could improve his educational level while he is in the service. Eventually, he may obtain a degree from an accredited college or university.

For instance, he has the USAFI program, Tuition Aid Program, Naval Academy Preparatory School Program and the Naval Enlisted Nursing Education Program (NENEP), the last of which is available to both men and women hospital corpsmen. You might channel the man's interests along one of these lines. (Of course, his degree won't be in medicine, and perhaps it won't even be in the medical field.)

Should you happen to come across someone who is eligible for this program, there are many agencies that provide loans, scholarships or grants. In scholarships alone, there are about 100 million dollars available through the colleges and through such programs as the National Merit Scholarships. About one student in five receives some type of scholarship which ranges from less than \$100 to \$2000. The average is in the neighborhood of \$250.

Your man's best source of financial assistance, however, is the colleges themselves. They have the greatest resources for student aid and can direct the student to special programs and sponsors. And you will find a number of reference books which are available in most school and public libraries, to



PRECISION air-to-air refueling of jet is made by Navy A3 Skywarrior as it connects its fuel drogue to F8 Crusader.

be a good source of information. Some of these books are:

Scholarships, Fellowships and Loans by S. Norman Feingold.

Financial Aid for College Students: Undergraduate by Theresa B. Wilkins, U. S. Office of Education Bulletin 1957, No. 18, Washington, D. C.

Lovejoy-Jones College Scholarship Guide by Clarence E. Lovejoy and Theodore S. Jones.

American Universities and Colleges by Mary Irwin, American Council on Education, Washington, D. C.

Have we been helpful?—Ed.

This Will Keep You Busy

SIR: I am a CYNNSN, and am trying to prepare for the February 1966 advancement examination for E-4. I have been to the educational services office at my command, as well as the personnel office, but I can't find out what I should study.

I have begun working on the YN 3 and 2 course, but I'm not sure these will prepare me. Can you help?

One further question: Are men in the CYN rating eligible for automatic advancement after completing A school in accordance with BuPers Inst. 1133-13A?—F. A. L., CYNNSN, usn.

• Study materials for advancement to CYN3 may be found in the Study Guide for Communications Yeoman (NavPers 10034), as referenced by Training Publications for Advancement in Rating (NavPers 10052-M). These pubs should be available in your educational services office, but in case they're not, here's what you should study:

- Basic Military Requirements, (NavPers 10054-A).
- Radioman 3 and 2 (NavPers 10228-D), chapters 2, 3, 5, 6, 7, 9, 10, 11, 12, 13, 14.
- U. S. Naval Communication In-

structions (DNC 5 (c)), chapters 1, 2, 5, 8, 9, 13, Annex B, and basic content.

• Yeoman 3 and 2 (NavPers 10240-D), Chapters 1, 2, 4, 5, 6, and appendix III.

• Military Requirements for PO3 and 2 (NavPers 10056-A).

• Navy Correspondence Manual (SecNav Inst 5216.5), basic content.

• U.S. Navy Regulations, basic content.

• Navy Directives System (SecNav Inst P5215.1B), basic content.

• Navy-Marine Corps Standard Subject Classification System (SecNav Inst P5210.11), basic content.

• Department of the Navy Security Manual for Classified Information (OpNavInst 5510.1B), chapters 1, 2, 3, 4, 6, 8, 13 and basic content.

• Bureau of Naval Personnel Manual (NavPers 15791A), basic content.

• Manual of Qualifications for Advancement in Rating (NavPers 18068-B)

(see performance test instructions).

By early November a new training course, Communications Yeoman 3 (NavPers 10245) should be available, and will greatly simplify the situation. It should include information from the sources listed above and will replace the requirement to study most of the pubs on the list.

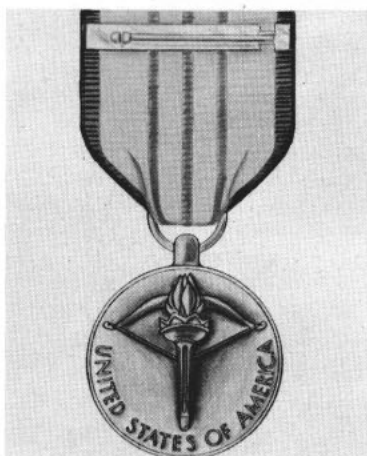
As for your second question: Yes. The Instruction you mentioned, however has been superseded by BuPers Instruction 1133.13B.

CYN's, like men in many other ratings, may be automatically advanced if they graduate from school with a final class grade higher than the class average of the previous four quarters and if they reenlist for six years—providing they have less than three years and more than one year of service at the time of graduation.

For more information see your Educational Services Officer.—Ed.

PROUD LADY—USS Shelton (DD 790) poses for picture with rails manned before current deployment to Western Pacific as a unit of the U. S. Seventh Fleet.





REPUBLIC OF VIETNAM Service Medal design has been established. Medal is bronze. Ribbon is yellow, edged in green with red stripes.

More on Strange Creatures of the Sea

SIR: This is in response to a letter in the February 1965 issue, concerning the title, Golden Shellback.

Your reader inquired if a golden shellback is a person who has crossed the equator at the 180th meridian; one who crossed the equator and the 180th meridian on different occasions; or if there is, in fact, such a thing as a golden shellback.

Your answer was a qualified "yes," that there are "several Navymen who claim the title by virtue of their crossing the equator at the international date line."

A few years ago, while attached to USS *Spiegel Grove* (LSD 32), I made a Solant Amity cruise to African countries. En route, our task force crossed the equator at latitude and longitude of 00-00. Traditional ceremonies were held, and our crew was gathered into the deep as honorary "golden shellbacks." Certificates were issued proclaiming this, and service record entries were made to this effect.

Since then, I have encountered only two other Navymen who claim to be golden shellbacks. Most men, including

a lot of old salts, said they had never heard the term.

The two chiefs who claim to be golden shellbacks said that to qualify, you must cross the equator at longitude 00-00. They both had also crossed the international date line and became golden dragons.

This all seems to confuse the issue, then, wouldn't you say? After all, the Greenwich meridian and the international date line are halfway around the world from each other where they cross the equator.

All I know is that I was definitely gathered into something, and I'd like to know for sure what it was. What's your verdict?—T. C. SM2, USN.

• The question is—Is there such a thing as a golden shellback?

Okay. We have previously tossed this one to the Fleet in hopes that some shellback, somewhere, would request a plenary session of the court of Neptunus Rex to rule on the issue. To date we have heard nothing, and we can only assume that if, in fact, such proceedings have been initiated, we must have a hung Royal Jury on our hands.

Our staff members—shellbacks and

pollywogs alike—are reluctant to render so much as an opinion on the subject, fearing they will incur the full wrath of Neptune should the opinion be baseless and unseamanlike.

Likewise, the Naval History Division wisely declines to attempt an answer, because of the lack of documentary evidence to support any opinion.

The best we can do at this juncture is provide a summary of certain facts.

First, the fearsome Neptune, ruler of the sea, requires all seamen and landlubbers alike to pay him due homage when they first sail across the equator, which is his Royal Domain.

By being duly initiated into the Solomn Mysteries of the Ancient Order of the Deep, the pollywogs (initiates) are gathered into the fold to become shellbacks, and as such they are forever after allowed safe passage by all mermaids, sea serpents, whales, sharks, porpoises, dolphins, skates, eels, suckers, lobsters, crabs, pollywogs and other living things of the sea.

A form of crossing-the-line ceremonies is recorded as early as 1529, placing this among the oldest seagoing traditions still practiced today.

Among the numerous other honorary seafaring societies, there is the Realm of the Golden Dragon. Membership in this is traditionally reserved for all who cross the international date line, westward bound. Such travelers become Golden Dragons.

So we do have shellbacks and golden dragons.

The Naval History Division reports that several Navymen, claiming to be Golden Shellbacks, have inquired as to the origin of the term. Research on the subject has failed to reveal any historical use of this title.

Judging by the certificates held by most of these "Golden Shellbacks," however, the title appears to be a bastardized form of golden dragon and shellback. This would indicate that the crossing was westward bound, at latitude 00-00 degrees, longitude 180-00 degrees.

It is not known who originated this

BUSY DAY—USS *E. G. Small* (DDR 838) gives support against Viet Cong targets. Rt: Empty shell cases cover decks.



title, on what authority it was originated (for instance, has King Neptune concurred in its usage?), or how widely it is or has been used. However, in a navy full of imaginative terms, where dental technicians have been tagged "gummer's mates" and firemen are called snipes, it would be child's play for someone to coin a simple combination like Golden Shellback.

As a precedent for such a combination, we can cite horned shellback—a man who becomes a Mossback (by rounding Cape Horn) and a Shellback on the same voyage. This term is in common usage.

Presumably, the only way we can hope to trace the origin of Golden Shellback is to hear from all who claim this distinction, with a description of the circumstances under which it was bestowed and the date. We will then do our best to piece all the information together.

Just as an observation, based on the foregoing information, it would seem that you were literally 180 degrees (longitude) off qualifying as a Golden Shellback (if there is such a thing) when you made the Solant Amity cruise. We cannot find evidence that any honors are due for crossing the Greenwich meridian, whether or not the crossing is made at the equator.—ED.

Porterfield Earned Many Ribbons

SIR: I was stationed aboard *uss Porterfield* (DD 682) from March 1951 until 23 Jun 1954. We made three tours in Korea during that period, and also went on a Tonkin Gulf patrol off what was then called Indochina.

Are crew members of *Porterfield* eligible for the Korean Presidential Unit Citation and, in the event a ribbon is issued for the Vietnam action would



TOTEM POLE award is given each quarter to top squadron in ASW competition in Fleet Air Wing Four. *PatRon One* has won the over-all top ASW squadron award during the past two years with its high total for six exercises: in weapons handling, ASW tactics, reconnaissance, aerial mine laying, rocket firing, and bombing.

we be eligible for that?—D. W. B., ex-USN.

• From the information in your letter, you are probably eligible for the Korean Presidential Unit Citation for the period 15 Aug 1951 to 20 Feb 1952, the Korean Presidential Unit Citation for the period 1 Nov 1952 to 22 Apr

1953 and the Korean Service Medal with four bronze stars from 15 Aug 1951 to 20 May 1953.

Porterfield also earned the Armed Forces Expeditionary Medal for the Quemoy and Matsu Islands Operations for the period 19 February to 28 Mar 1961, but you were not attached to the ship during that period.

The above information was contained in the old "Awards Manual" (NavPers 15790). Although the Korean War awards are not listed in the new manual (they are no longer being earned) the lists are still good and Navymen who earned Korean decorations but did not receive them may apply to the Bureau of Naval Personnel.

Eligible personnel may submit request with pertinent information via official channels.

Porterfield is not included in the list of ships eligible for the AFE medal for service in Vietnam.—ED.

Over-25 Club Will Welcome You

SIR: I believe *uss Aldebaran* (AF 10) qualifies for your "Over 25 Club."

Al has been on continuous active duty since 1939. She was originally christened *ss Staghound* and was purchased by the Navy in 1940. In January 1941 she was formally commissioned as *uss Aldebaran* (AF 10).

Just 10 days after her commissioning she began hauling cargo and refrigerated provisions. As I write this letter she is en route to another replenishment operation.—L. G. C., QM1, USN.

• *Aldebaran* may have been on active duty since '39 but it wasn't all with the Navy. However, she's still almost a member of the club, since January 1966 will mark the 25th anniversary of her commissioning.

Welcome aboard.—ED.

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Saga of ESSEX 1799... ...1965

A NOTICE IN THE SALEM, MASS., newspaper on 23 Nov 1798 read, in part: "At a meeting in this town on Tuesday evening last, of those gentlemen who have subscribed to build a ship for the service of the United States, it was voted unanimously to build a frigate of 32 guns and to loan the same to the government."

And so it came to pass that a fighting ship was born, after being conceived of, financed and constructed by dedicated private citizens in New England.

Although ships have their own curious ways of living and dying, this particular ship's name would live to bring great feats of daring and valor to the annals of naval history and legend.

From the days of sail to the introduction of steam; to the battle-scarred Pacific veteran; to today's modern ASW teams—the name *Essex* would become a tradition in the U. S. Navy.

MORE THAN 140 YEARS AFTER that newspaper notice, a new aircraft carrier was rushed to completion in the early days of World War II to bolster the battered naval forces in the Pacific. The name of this new carrier was also *Essex*.

Recapitulating more than 165 years of naval history, the name *Essex* has identified successively a frigate, gunboat, wooden screw steamer and aircraft carrier. The first ship to bear the name was the frigate *Essex*, named after Essex town and county, Massachusetts, and launched in September 1799. Accepted for the United States by Captain Edward Preble at Salem, Mass., on 17 Dec 1799, the frigate *Essex* sailed from New York for Batavia, Dutch East Indies, on 6 Jan 1800.

This voyage was to bring back a convoy of American merchant ships, as the United States was at that time engaged in a naval war with France. *Essex* sailed in company with *Congress* for the first six days until the

latter was dismasted in a heavy storm, and *Essex* was obliged to continue alone. She was the first U. S. man-of-war to double the Cape of Good Hope, which she passed again on her homeward trip.

The second cruise of the *Essex* was made under the command of Captain William Bainbridge to convoy American merchantmen and blockade the Tripolitan ships in the Mediterranean from 1 Jul 1801 to 17 Jun 1802, when the ship was sent back to the U. S. for repairs. Returning to the Mediterranean in 1804 under the command of Captain James Barron, *Essex* participated in the capture of the town of Derne in April 1805 and remained in those waters until a peace settlement was concluded in the spring of 1806.

SAILING FROM NEW YORK in July 1812, under Captain David Porter after war was declared between Great Britain and the United States, *Essex* captured several British ships carrying troops to Halifax, and the British war vessel *Alert*.

Then, under orders to harry the British whaling industry in the Pacific, *Essex* sailed around Cape Horn (thus giving her the distinction of being the first U. S. man-of-war to enter the Pacific just as, in 1800, she was the first to round the Cape of Good Hope).

Essex arrived at Valparaiso in March 1813, with all hands suffering from lack of water, food and supplies after a difficult passage around Cape Horn.

For the next six months she cruised off the barren Galapagos Islands and during the periods in which she was not pursuing and capturing British whalers, she was able to make valuable contributions to the geographical information concerning the islands. Prizes were made of 12 British whalers, nearly half the total in the Pacific, and sufficient to break up the whole trade, since the remainder were afraid to venture out of port. During

this time, the captured ships served as the only source of supplies for the ship and men, with the exception of the famous Galapagos tortoises.

However, after several months, *Essex* was in serious need of overhaul. To avoid capture while defenseless, Porter headed across the Pacific, traveling 3000 miles to the southwest to the Marquesas Islands, of which he took possession in the name of the United States.

After two months of thorough overhaul, *Essex* returned to Valparaiso without finding any more British whalers.

Meanwhile, the alarmed British authorities had ordered a strong squadron to the South Pacific for the sole purpose of dealing with *Essex*. In 1814, she was blockaded by British ships in the neutral harbor of Valparaiso. She escaped to sea, but a squall disabled her, forcing her back to the coast. While still disabled, she was attacked by the British and, after a hard-fought battle, his ship a wreck and guns silenced, Porter was finally forced to surrender to save the men who still remained alive. Of a complement of 319 officers and men, 155 had been killed, wounded, or were missing.

Essex was later repaired and sent to England. She was finally sold at auction by order of the British Admiralty in 1837.

THE SECOND *Essex*, built for use as a ferryboat, was purchased in September 1861 and converted to an ironclad of 614 tons. Under the command of Captain William D. Porter, she engaged the Confederate gunboats near Lucas Bend along the Mississippi River, participated in the capture of Fort Henry, Tenn., and repelled the Confederate attack on Baton Rouge. She made two attacks on the Confederate ram *Arkansas*, which was driven ashore and destroyed by her crew.

Under Commander C. H. Caldwell, *Essex* engaged in the bombardment of Port Hudson and later engaged the battery at White Hall Point, in relief of *USS Monongahela*, and took an active part in the Red River expedition of March and April 1864. In the following year she was sold at public auction at Mound City, Ill.

A WOODEN SCREW STEAMER was the third ship to bear the name *Essex*. She was placed in commission at the Navy Yard, Boston, in October 1876 under Com-

FIRST CAPER—Frigate *Essex*, depicted here at Cape of Good Hope, was first U.S. man-of-war to double the Cape.



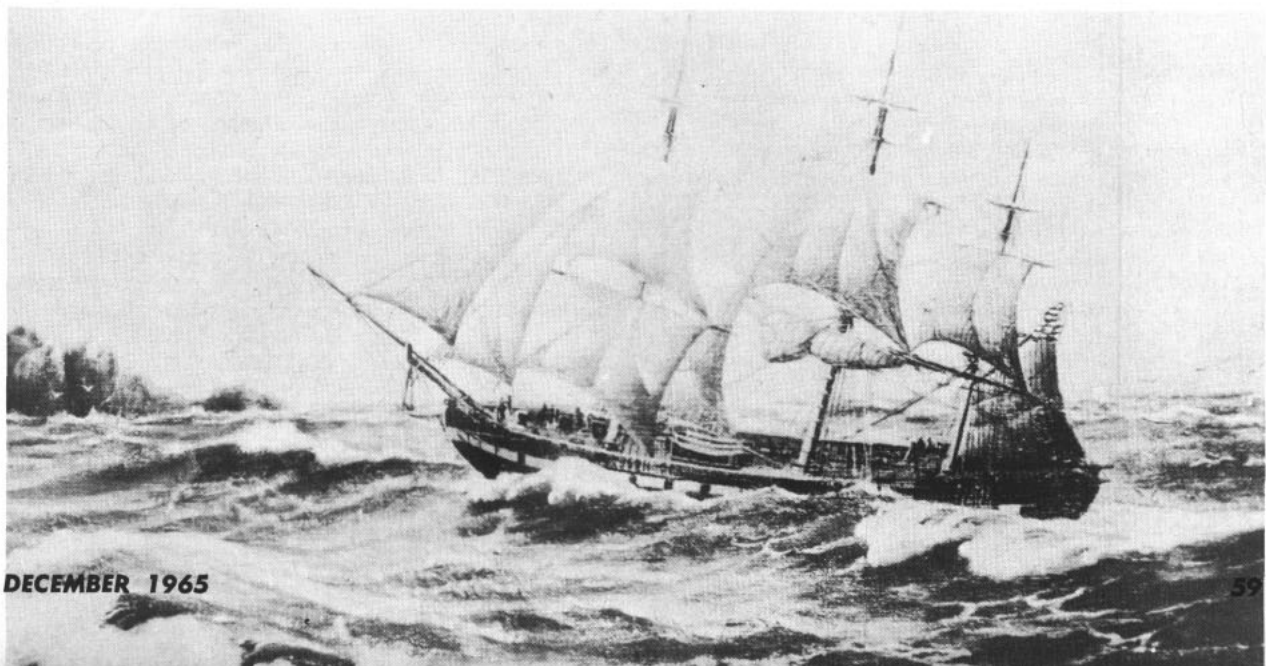
IN ACTION—*Essex* crew member carries 20-mm ammo on flight deck while arming plane during Korean conflict.

mander Winfield Scott Schley. The following year she cruised to Liberia and the West Coast of Africa and was subsequently attached to South Atlantic Station and the Asiatic Station. In October 1886, she visited Ponape, East Caroline group, to investigate the reported massacre of Spaniards and afford protection to American missionaries.

The ship was used as a training ship until placed out of commission at the Navy Yard, Portsmouth, N.H., during April 1898, and later used in Naval Reserve training until sold in 1930.

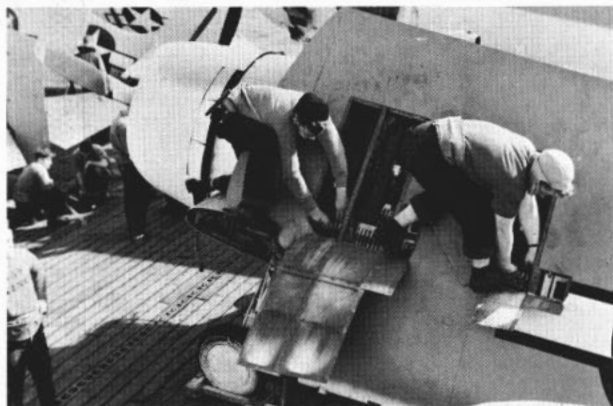
THE KEEL FOR THE AIRCRAFT CARRIER *Essex* was laid at Newport News on 28 Apr 1941 and she was launched on 31 Jul 1942. *Essex* was the first of the carriers of her class. This subsequently proved to be just one of her many firsts.

Captain D. B. Duncan was given command of the new carrier at the commissioning ceremonies on 31 Dec





DIDN'T WORK—Japanese bomber crashes into USS *Essex* (CV 9) in 1944. Below: Ordnancemen check plane in WWII.



1942, at the Norfolk Navy Yard. In his message to the crew he said, "It is my intention and expectation that between us we shall make the name of *Essex* carry fear and destruction to our enemies and be an everlasting credit to our country and our flag."

With the completion of preliminary trials, qualification of her air group, and her shakedown cruise, *Essex* departed Norfolk, transited the Panama Canal and by June had arrived at Pearl Harbor.

The Marcus Islands were the proving ground for the new carrier and her air group. For 10 hours, on 31 Aug 1943, the island came under incessant attack as Japanese planes were caught and burned on the runways, followed by complete destruction of air facilities and major installations.

Wake Island was next. *Essex* was the flagship of a large carrier task force. As with Marcus Island, Wake had been raided only once before and surprise was once again the keynote to success. The approach was made without detection and a large number of planes were destroyed or damaged on the ground. Of the few Japanese fighters which attempted interception, several were shot down. The strikes persisted throughout the day and were resumed at sunrise the following day. Buildings, ground installations and buried stores were destroyed.

SEASONED AT MARCUS AND WAKE, the fighter wings aboard *Essex* fought for 10 hours in the raid on Rabaul on 11 November.

The attack was not a part of the over-all strategic plan for advance in the Pacific. It was an attack of opportunity. Early in November, information was received that a large number of Japanese ships were concentrating in Rabaul harbor—constituting a potential threat to our recently established beachhead on Bougainville.

Far to the south *Essex*, with two other carriers and a half-dozen destroyers, was anchored peacefully in an

Allied harbor, when during the night orders came to proceed to a point 75-100 miles off Rabaul and launch an attack. Augmented by two destroyers from the Solomons area, the ships made a not-too-formidable force for an attack on the then most important and strongest enemy base in the South Pacific.

At dawn on 11 November, nearly every plane of the *Essex* air group was on its way, with enemy combatant ships the primary target. Since the initial approach was undetected, some of the enemy ships had just reached the harbor entrance, some were getting underway, and many were still at anchor.

WHEN THE PLANES returned to the ship to rearm, and just as they were ready to launch for a second strike, there came the first indication that a large number of enemy planes were approaching the formation. Fortunately, all the *Essex* fighters and most of the fighters from the other carriers were airborne to repel the attack.

Over 125 enemy fighters, dive bombers and torpedo planes participated in the attack. Within the next 30 to 40 minutes *Essex* planes destroyed 42 enemy planes in the air in addition to 20 shot down over the target area. Ship's guns knocked down six more planes overhead. With the exception of avoiding searches of Japanese torpedo planes that night, retirement was made without incident. Except for a few men wounded and minor hull damage from near misses of Japanese bombs, *Essex* came through virtually unscathed.

The occupation of the Gilberts was a continuation of the initial amphibious operation in the Central Pacific which began with the U. S. occupation of the islands of Nanumea and Nukufetau in the Ellice Group in September 1943. As flagship, *Essex* was one of the several carrier task forces which supported the operations and her mission was to obtain control of the air and pave the way for the Marine landings by destroying installations and gun emplacements on the island of Bititu, Tarawa Atoll.

Planes from the *Essex* flight deck roared off into the morning darkness on 18 November to arrive over Tarawa on their first attack to strike Bititu Island. For several days before and during amphibious operations, *Essex* planes pounded the island under continuous attack. Night attacks by Japanese torpedo planes served to harass the ship during this period, but none of the planes scored with a hit.

OCUPATION OF THE Gilberts proved a rough experience for *Essex*, for it was her first amphibious operation. Her air group made more than 700 individual sorties and dropped more than 300,000 pounds of bombs. These attacks served to literally pulverize the

above-ground installations on the island but did not eliminate the Japanese in their underground dugouts. Consequently, the island of Tarawa was bitterly defended, and became the site of one of the bloodiest battle scenes in the history of the United States forces in any war.

Training in amphibious operations which the *Essex* received in the Gilberts was of great assistance to the occupation later of Kwajalein in the Marshalls. The Kwajalein raid on 4 Dec 1943 was made as further protection for the occupation of the Gilberts and also served as a strike against the heart of the Marshalls' defense setup. With two carrier groups under Rear Admiral Purnell and *Essex* as the flagship, the approach was again made undetected.

The *Essex* group was launched before dawn and arrived over the target before the area was fully alerted. Four enemy fighters attempted to intercept but were shot down. Many more planes were observed on the ground, but since the primary target was enemy shipping, most of them were left undamaged. Many ships in the northern and southern parts of the lagoon area were sunk or severely damaged by *Essex* planes and planes from the other carriers.

Their objective accomplished, the task group began retirement early in the afternoon, but at sundown they were still within range of Japanese twin-engined bombers. The bombers made contact with the *Essex* group soon after sundown for an attack. For seven and a half hours enemy planes pressed attacks in the longest sustained night torpedo attack of the war. *Essex* men were forced to remain at battle stations until noon the next day—almost 24 hours after starting the attacks on the atoll.

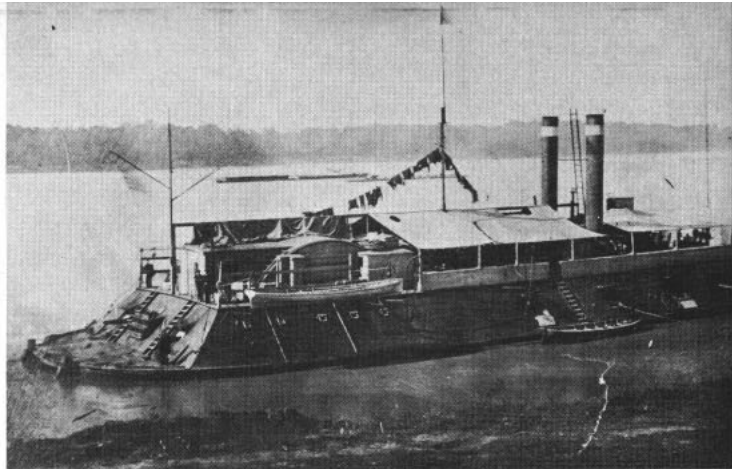
Essex came through again without sustaining damage from the enemy. However, on 20 November, 15 *Bettys* (twin-engined bombers) attacked the group at about 1800. No hits were scored on *Essex*, but the light carrier *Independence* took one torpedo hit. The group retired to Pearl Harbor for availability, replenishing and rearming.

ESSSEX SORTIED FROM PEARL HARBOR on 16 Jan 1944 to participate in the occupation of the Marshalls. This was the second amphibious operation for *Essex*.

The traditional good luck of the ship continued, and again by carefully selecting and timing the approach, the task group surprised the enemy with attacks on Roi and Namur Islands of Kwajalein Atoll in the pre-dawn hours of 29 January. So devastating were the initial attacks that by noon that day every enemy plane in the air or on the ground at the strongest Japanese base in the Marshalls had been destroyed by the planes from the carriers. For the next two days before the landings on Roi and Namur, the planes swept over the targets and reduced the Japanese installations to heaps of dusty rubble.

Troops went ashore 1 February and airborne spotters communicated with the tanks on the same radio frequency. The informality of the talk was some of the best entertainment the ship had. It gave the carrier men a play-by-play account of the ground forces in action and it was more interesting than any football game. When it was officially announced that the area was captured, the major striking force retired from the area.

Following the Marshall Islands occupation, *Essex*



CIVIL SERVICE—Second *Essex*, an ironclad center wheel steamer, fought on the Mississippi during the Civil War.

joined other ships to form the most formidable carrier striking force thus far assembled in the history of U. S. naval warfare. It was 16 Feb 1944, and the sky around the carriers was droning with planes launched for the attack on Truk. Well over 100 planes were airborne and on their way to the target before the enemy had any idea of what was going to hit them during the next day and a half.

THE TRUK RAID was a severe blow to enemy support forces in the South Pacific, and helped make more secure our advance in the Central Pacific as well as precipitate a shakeup of the Japanese high command. Attacks from *Essex* planes continued until noon on 17 February, when high speed retirement was begun without incident. The night before had been more exciting as torpedo planes attacked the disposition from nine until midnight.

Truk-based ships had been supplying the South Pacific for many months with planes, men and material for the defense of the Japanese-held islands. Strike after strike was launched until noon of the second day. Planes were refueled and rearmed immediately upon their return from each flight, and they made their final return just before dark. Not once during daylight hours was any U. S. ship brought under attack. The *Essex* air group destroyed 36 enemy planes in the air and many more on the ground, sank four ships and damaged 24 others by bombs, torpedoes or strafing.

With the chance to knock out another link in the supply line to the Central and South Pacific, *Essex* and another carrier striking force started for the Marianas

COOL IT—Snow covers *Panther* jets and Navyman aboard *Essex* as weather halts operation against enemy in Korea.





WELCOME—Battle veteran USS *Essex* holds open house for over 27,000 visitors while in San Francisco in 1956.

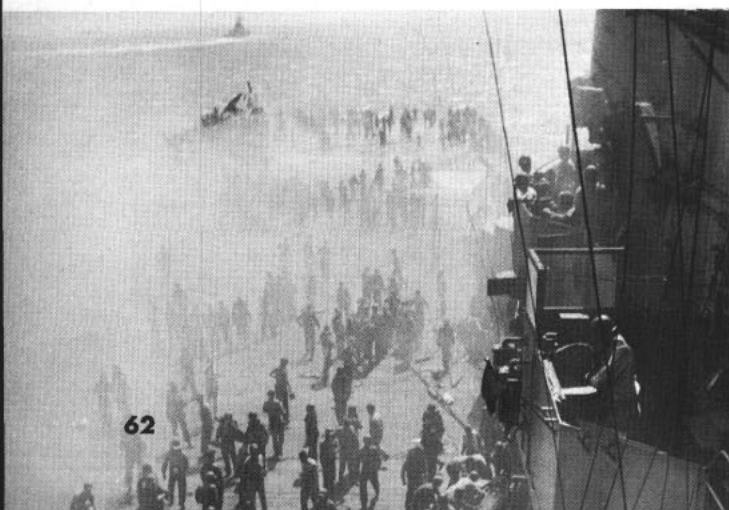
as soon as the ships could be refueled following the attack on Truk. Early in the afternoon of 21 February, an enemy search plane popped out of a cloud formation close enough to see our attacking force spread out across the sea below. This meant that the element of surprise was removed from the raid on Saipan and for the first time in seven attacks, *Essex* would have to fight her way toward the launching point.

SHORTLY AFTER SUNDOWN that night enemy attacks sent the ship to general quarters, and with the exception of short intervals as the night progressed, enemy planes attacked until well after daylight the next morning. Throughout the night and even during launching in the early morning light, Japanese planes attempted to get through the fire put up by destroyers of the screen. By morning, 13 enemy planes had been sent crashing into the sea.

With sunrise, the remaining planes either withdrew or were destroyed by the fighter planes, and *Essex*, with other carriers, launched aircraft for the attack. *Essex* planes concentrated on the airfield at Saipan, the principal Japanese base in the harbor. Planes from the other carriers covered Tinian and Guam. Most of the enemy planes were destroyed on the ground and the few that took off over Saipan were promptly shot down. Two strikes were launched during which the Japanese air facilities were so completely smashed that not a single plane disturbed a quiet withdrawal from the area.

Essex set her course for Majuro on 23 Feb 1944, and after a short stay of two days, departed for drydock at Hunter's Point. This was the only occasion on which *Essex* had her bottom looked at in drydock from her commissioning until the end of the war.

ON DECK—Carriermen fight fire during action in WWII.



A task group consisting of the carriers *Essex*, *Wasp* and *San Jacinto*, with five cruisers and 12 destroyers, conducted strikes against Marcus on 19-20 May and against Wake Island on 23 May. The primary objective of this operation was to destroy enemy aircraft and installations and to destroy enemy shipping in the area. An important secondary objective was to afford combat experience to new air groups in all three carriers.

THE NEXT OPERATION in which *Essex* participated was in support of the occupation of the Marianas—an action which lasted from 6 June until 13 August, interrupted for a brief period of replenishment. In all, 3078 sorties were flown. Attacks were launched against the Marianas and Bonins, as well as Japanese shipping. During these two months the air group destroyed 104 planes in the air and 136 on the ground or in the water, sank 22 ships and probably sank or damaged an additional 38 ships. This was in addition to damage inflicted on land targets and in close support of landing operations.

Task Force 38, of which *Essex* was a part, sortied on 29 August to participate in the operation against Palau Islands. The planes anticipated extensive operations against the Japanese air force, but early elimination of enemy airborne opposition in Mindanao and the evacuation of almost all of the enemy operational aircraft made it possible to shift the weight of the attack to anti-shipping and provide sweeps as far north as Manila Bay, where considerable enemy shipping was destroyed.

BETWEEN 10-14 OCTOBER strikes were launched against Nansei Shoto, Formosa and the Philippine Islands, culminating in strikes which virtually annihilated the remaining shipping in Manila Bay. It was a resounding climax to the second battle of the Philippine Sea. In little over a month, a total of 138 planes were destroyed in the air and 117 on the ground, while the Japanese ships were pounded to the tune of five warships sunk and 22 other ships following them to the bottom, while a total of 71 other ships were probably sunk or damaged.

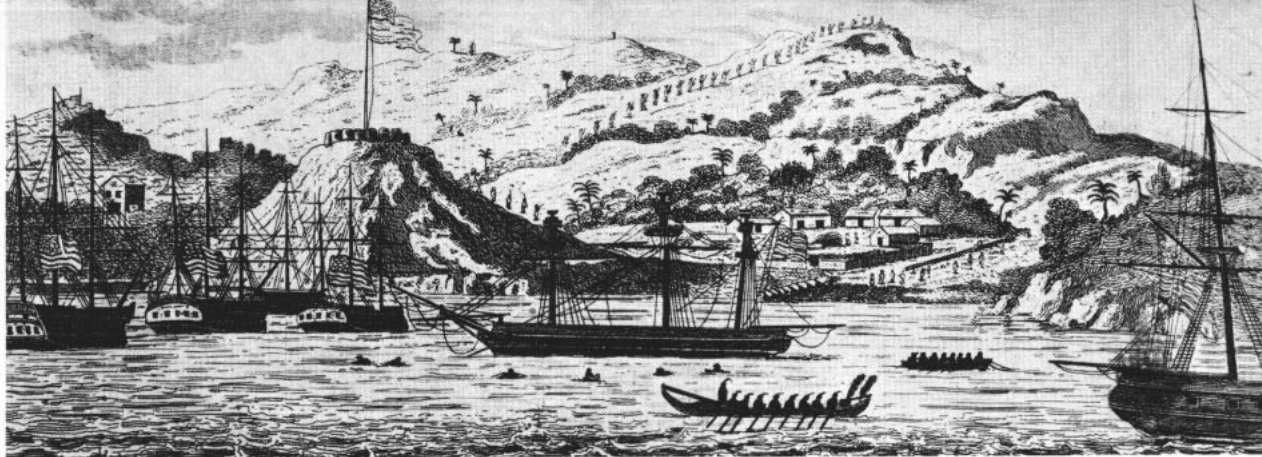
Over the loudspeaker the supply officer acted as battle announcer and on 12 October the below decks personnel could visualize twilight fighting from words like these:

"Four raids coming in . . . nearest on port quarter 18 miles. AA opens up on port quarter—it's heavy! Oh, there's a Betty burning . . . tremendous fire. Raid over 38.2, port quarter. AA fire port quarter very heavy. Another Betty down. Three of them. Another raid on starboard bow 14 miles. AA astern of us straight up in the air. They're all over the place now. Essex is about to open fire.

"This is the sixth performance for the Essex on these night shows and it's the darkest night yet—and getting darker by the minute. So don't get excited about it. There are night fighters in the air trying to break off this raid. So far night fighters from the Independence have splashed five Bettys. They're dropping flares now, just dropped two off our port quarter . . ."

And so it went, into the night.

The task force sortied from Ulithi on 22 November to launch strikes east of Luzon to ferret out and destroy the remnants of the elusive Japanese air force in the northern Philippines. Air Group Four, operating on its first combat mission from *Essex* on 25 Nov 1944, destroyed nine planes in the air and six on the ground.



FIGHTING FRIGATE—*Essex* and prizes fill harbor at Marquesas Islands as Captain Porter refits during War of 1812.

IT WAS AT THIS TIME that a suicide *Judy* dive bomber sneaked in close to *Essex*, skimmed along a flight deck loaded with planes fully fueled and armed to take off on a strike. The suicide pilot crashed his plane on the port edge of the flight deck in a simultaneous explosion and billow of flame which killed 15 and wounded 44 men as it obliterated a gun mount.

Fire fighting and damage control localized the damage and repair parties had the flight deck back in operation in exactly 30 minutes. *Essex* later received more permanent repairs.

In December, *Essex* was a part of the Third Fleet which launched strikes against Luzon in support of the occupation of Mindoro; and in preparation for the landing in Lingayen Gulf, strikes were launched against Formosa, Sakishima Gunto and as far north as Okinawa Gunto, as well as airfields on Luzon.

In January 1945, air facilities and shipping on the island of Hainan and along the China coast from Swatow to the Luichow Peninsula, including the Hong Kong area, were the targets.

In February, Tokyo itself, and Iwo Jima.

During March, *Essex*, along with a vast armada of ships, prepared for an operation which was to bring the Pacific campaign to a great climax—the Okinawa campaign. For 79 days between 14 March and 1 June, the ship was constantly at sea, setting what may be a record for participation in sustained and intense combat. Air Group 83 flew 6460 sorties during which they expended 1041 tons of bombs, and well over a million rounds of 50 caliber ammunition. *Essex* knocked down many planes as near misses splashed down near her.

TO BRING THE WAR TO A RAPID CLOSE, Task Force 58 struck in great force at Tokyo on 10 July and on 14-15 July pounded Hokkaido and Northern Honshu. By 18 July the planes were bombing the Tokyo area again and the Kure Naval Base took a battering on 24, 25 and 28 July before the bombs rained down on the Tokyo area for the third time on 30 July. In August, the Japanese Empire surrendered.

During this period—2 July to 15 August—*Essex* planes flew 2595 sorties and, in addition to sinking approximately 24,300 tons of Japanese merchant shipping, damaged the battleship *Nagato*; a *Tone*-class heavy cruiser plus another unidentified heavy cruiser; a *Kuma-Natori*-class light cruiser; the escort carrier *Kaiyo*; the mine-layer *Tokima*; three destroyers and five destroyer escorts. With the cessation of hostilities, target sorties became routine flights and defensive combat air patrols continued to be flown until 13 September.

She was placed out of commission in reserve at Bremerton on 9 Jan 1947.

ON 15 JAN 1951, *Essex* was recommissioned at Bremerton to rejoin the Pacific Fleet. A 40-million dollar modernization job added several hundred more tons to her original 27,000, gave her a new flight deck 888 feet long, and a redesigned, streamlined island superstructure.

In August, the 30,800-ton flattop arrived in Korean waters to operate with Task Force 77. During this, her first Korean tour, some 6600 combat sorties were launched from her flight deck. She also became the first carrier to launch the F2H *Banshee* twin-jet fighter on combat strikes.

Pilots of Air Group Five, operating from *Essex*'s flight deck, destroyed more than 1800 communist troops, and destroyed or damaged at least 640 sections of rail track, 80 highway bridges, 870 buildings, and 1218 rail cars.

On the night of 16 Sep 1951, a *Banshee* crashed through the barriers and drove on into a group of re-spotted planes forward on the flight deck. There was an explosion as gasoline fire swept the flight deck. The fire was soon under control but not without taking its toll of seven men.

During this cruise, *Essex* served as flagship of Commander Carrier Division One and Commander Task Force 77. The carrier ended her first Korean tour when she returned to San Diego on 25 Mar 1952.

After leave periods, *Essex* again returned to Korean waters. She steamed 72,000 miles during this second battle tour. During the three and one-half months of this cruise, her planes unloaded 31,000 tons of bombs and rockets and more than a million rounds of machine gun fire on enemy forces.

Essex returned stateside in February 1953, for a rest and several months of alteration, repairs and overhaul.

In December, *Essex* returned to her third tour of duty in the Far East since her recommissioning. This time there was no fighting involved, as a cease-fire had been signed in Korea. After three months of operations with the Seventh Fleet *Essex*, along with other carriers and supporting ships of Task Force 77, took part in the Tachen Islands evacuation in Formosan waters. She was later to be the first aircraft carrier to visit Thailand since World War II.

After another Far East tour, she was modernized with an angled deck, a hurricane bow and a second deck-edge elevator.

She is still on active duty as an ASW support carrier.

TAFFRAIL TALK

WHEN MOST NAVYMEN enter the Fleet Reserve, they are piped over the side between rows of Navy sideboys, but for Jose B. Panganiban, SD1, USN, there was a departure from tradition when he left Joint Task Force Two at the Sandia Base near Albuquerque, New Mexico.

Joint Task Force Two is an all-service test unit, and Panganiban's sideboys were mostly from the Army and Air Force. In addition he was bid a fond farewell by some very high brass.

While at Sandia, Panganiban had served under Rear Admiral Thomas J. Walker, USN, who couldn't be present for the ceremony. However, Major General George S. Brown of the Air Force was happy to stand in for the admiral with an assist from Brigadier General Howard E. Michelet of the Army.

★ ★ ★

A note on the younger generation:

Last summer, Lane K. Ellis, HM2, a mover-of-men, and his peers of Moffett Homes, Moffett Field, Calif., hit upon a way of keeping their small fry occupied during the hot summer days and, at the same time, making their neighborhood more attractive.

We don't know how they did it, but they managed to organize the kids into a paper-picking, butt-sniping, bottle-snatching cleanup squad that actually enjoys its work. (We suspect that someone received a snow job along about here.)

Anyway, the junior white-wings regularly scour the lawns and walkways of the development with a zeal greater than that of professionals.

Once a month an ice cream bash is held for the tots who compete to see who can pick up the most trash.

★ ★ ★

What has a 30-foot beam and horns 18 foot long? A corpulent Beelzebub? An oversized goat? A dilemma? No, it's *uss Butternut* (AN 9).

Butternut, which also has a superstructure reminiscent of a Rube Goldberg invention, is the sole survivor of her class on the West Coast. She recently celebrated her birthday which, claims her crew, makes her the third oldest in the U. S. Navy on active duty with a record of continuous commissioned service.

Nowadays, *Butternut* is seen mostly around Long Beach. During World War II, however, she saw an unusual amount of service in the Pacific where she laid and maintained antisubmarine and antitorpedo nets at most of the major Fleet anchorages.

In addition to her net-tending duties, *Butternut* also towed ammunition barges and took part in salvage and mooring operations. After the war, she did a tour off Iwo Jima and saw duty in the Marianas.

Before she returned to the United States, she had counted 10 years, two and one-half months in the Pacific area.

In 1957, she was assigned to the operational control of the U. S. Naval Ordnance Test Station (NOTS), China Lake, in support of the *Polaris* program at San Clemente Island.

New under the administrative control of ComEleven, *Butternut* still works for NOTS, assisting its Pasadena Annex and the Long Beach Sea Range Section in the test and development of ASW weapons. Despite her age, *Butternut* is ready for any job assigned to her.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

• AT RIGHT: HOT SHOT—Deck-edge catapult operator gives the 'ready-to-fire' signal to the catapult officer while launching aircraft from the attack aircraft carrier USS Coral Sea (CVA 43).—Photo by LTJG M. J. Perez, USN.



HURRICANE HUNTERS: NAVY WEATHER SENTINELS

